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COLBURN'S
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MAGAZINE,

AND

NAVAL AND MILITARY JOURNAL.

1867, PART III.

LONDON :
HURST AND BLACKETT, PUBLISHERS,
SUCCESSORS TO HENRY COLBURN,
13, GREAT MARLBOROUGH STREET,

SOLD BY ALL BOOKSELLERS.

LONDON :
Printed by A. Schulze, 13, Poland Street.

SEP 23 1916

Inv. 1603

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COLBURN'S UNITED SERVICE MAGAZINE.

THE SETTLEMENTS OF THE GAMBIA

*On the West Coast of Africa, and their Administration by
GOVERNOR D'ARCY.*

By the REV. R. C. JENKINS, M.A. Trin. Coll., Camb., Author of
"The Life and Times of Cardinal Julian."

Our West African Colonies—whose very names chill the English heart with the memories of gallant lives sacrificed in a deadly climate, and in the defence of possessions of very doubtful utility—are probably for this very reason, among the least known, though among the nearest of our many dependencies. The history of almost every life which has been spent in the conflicts and amid the fevers of this fatal scene might be told in the single line which conveys so touchingly the life-long martyrdom of La Pia,

"Siena mi fe', disfecemi Maremma,"

and we are too ready to dismiss the subject from our minds as rapidly as the poet turned away from the remembrance of so hopeless a sorrow. Yet it may well be imagined that civil and military services carried on in settlements where a few of our enterprising countrymen are scattered through districts densely peopled by several distinct races, constantly engaged in bitter religious and political hostilities, present instances of wise administration and heroic action, which would scarcely pale before the most known and rewarded achievements of the same services in more favoured lands. The increased mortality of the African colonies, leaves indeed fewer witnesses of events which are worthy of record, and offers fewer opportunities of pressing upon the Colonial Office the just claims of those whose services, had they been rendered under more fortunate circumstances would have earned their due measure of public recognition and reward. For this reason, a greater obligation seems to rest on the military historian and journalist, whenever the opportunity occurs, to present to the reader a faithful and authentic record of the affairs of Western Africa. And this obligation is greatly increased by the great difficulty which presents itself in obtaining that documentary evidence, which can alone throw light on a history, whose interest though more limited than that of most other colonies is perhaps for that very reason not unfrequently more concentrated and more intense. We propose, therefore, in the following pages to give an account of the recent campaigns on the Gambia, during the administration of Governor D'Arcy, of
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whose history only a few unofficial fragments have as yet come before the eye of the public.

In order that the state and position of this early and not unimportant possession of the British Crown should be clearly understood, it will be necessary for us to give a hasty retrospect of the history of the Colony before it was entrusted to Colonel D'Arcy, and thus to enable the reader to compare its previous with its present state, and to derive from that comparison a just estimate of the results of its recent administration. The first organized settlement of the English, on the River Gambia, was that of James' Island, which was purchased (subject to a small tribute to the King of Barra,) and fortified in 1664, by Commodore Holmes. Taken by the French, whose rival forts at Albredah and Jereja, brought them into frequent hostility with the other European settlers, it was restored to the English at the peace of Ryswick. Again taken by the French in 1702, and in 1709, and again set free only to be pillaged by parties of our own nation it became one of the first centres of the slave-trade. But the rivalries between the English and French companies engaged in the African trade, produced so many complications and so much loss, that after vainly endeavouring first to establish articles of accommodation, and then of coalition, the merchants were compelled after the capture of James' Island, in 1702, to propose a treaty of neutrality with their more powerful neighbours. Since that period, from various causes, the French settlements on the Gambia have gradually declined, until by the recent exchange of their portion of the settlement of Albredah for Portendic, (1858,) the English have been left the sole European settlers, and the Island of St. Mary, on the south bank of the river, increased by a late cession of peninsular land, a portion of the kingdom of Combo,* constitutes the site of the capital (Bathurst) and the seat of government of the colony. On this island, a sand bank about five miles long by two broad, the town of Bathurst was built in the year 1816—"selected" (as a late traveller observes) "for proximity to mud, mangrove, miasma, and malaria,"† a description to whose truth its thickly peopled cemetery gives silent but most suggestive corroboration. In 1821 the settlements on the Gambia were made a dependency of Sierra Leone, since which period (in 1842) they acquired a separate government, which they enjoyed until the beginning of 1866, when in pursuance of the recommendation of a Committee of the House of Commons they were again placed under the government of Sierra Leone. By a treaty signed in 1826, the sovereignty of the north bank of the river to the extent of a mile inland, and reaching from a point further west than St. Mary's Island to the Jukarda Creek, consider-

* This was ceded by the King of Combo, to Major, (now Major-General) O'Connor, then governor of the Gambia, in return for his having punished the rebellious Marabouts of the town of Sabbagee.

† "Wanderings in West Africa," (1863,) vol. i., p. 145.

ably eastward of James' Island, was ceded to the British by treaty, and the villages included within this district became thus to all intents and purposes a dependency of the British Crown. This is a point which must be clearly borne in mind, in order that the political and military incidents may be seen in their proper light.

Having thus glanced at the geographical and political position occupied by the English on the Gambia, it will be necessary to describe as briefly the tribes and sects, no less religiously than politically divided, which people the country, and occupy contiguous and almost alternate positions within the territory ceded to and under the rule of the British Crown.

The religion of Mahomet which about two centuries ago spread itself by the most successful course of proselytism from Morocco to the river Senegal, does not appear to have extended to the river Gambia, until a comparatively recent period. The Père Labat, and the earlier authorities generally, describe the inhabitants of the country from the Gambia to the western extremity of Guinea, as idolaters, excepting a peculiar sect, which may be called more properly atheists, having no idea whatever of religion, either true or false. But while the religion of Mahomet easily grafted itself upon the ancient idolatry of the country, it by no means appears to have produced anything more than a hybrid Mahometanism, retaining the worst features of both systems. Among the most fatal and distinctive of the features of Islamism thus introduced, was that violent and murderous propagandism, of which, at least the old idolatry was guiltless. The very life and soul of this propagandism was the priestly order of Marabouts, or Marabouts, an institution so extended in some instances as to include whole tribes, and so insidious in its influence as to draw into its meshes families and tribes of other races and of another belief, everywhere inspiring fear and distrust. Labat, after describing the modest and sedate exterior of the Marabouts, which is so well affected as to deceive the inexperienced observer, adds—"But when we remove the veil and penetrate into their private conduct and real sentiments, all is found to be outside and mere hypocrisy, dissimulation, avarice, cruelty, ingratitude, superstition, and ignorance. In vain do you look for any of the moral virtues among them—faith, honour, and a regard for their engagements they have no idea of. They are a set of Mahometan Pharisees, who look upon external virtue as the means and necessary instrument of secret fraud, drunkenness and every vice that can debase the human heart."*

It is obvious that a sect like this needs only the headship of a fanatical leader to make it at once the most aggressive as well as dangerous enemy that a civilised, and above all, a mercantile settlement could possibly encounter. Nor has its earlier character changed in the presence of a civilised community. The description of it given by Colonel D'Arcy, which receives a life-like illustration

* Labat, tome 1, c. 20.

from his picture of the career of the fanatic leader Mabab, presents us the same features—the only qualification being the strict affectation of temperance, which separates it in external appearance from the Pagan tribes, whose distinctive name among the Mahometans is accordingly “Soninkee,” (a man addicted to strong drink), or when contrasted with Marabout (a priest), a Kaffir (unbeliever). But while the Marabouts had that reputation for temperance which they denied to the original tribes, these latter had from an early period held a doctrine on the sacredness of human life which the propagandists of the religion of Mahomet have never admitted. It is a singular fact, attested by Colonel D’Arcy, that all our controversies with these tribes have arisen out of questions of property and plunder, and not out of any outrages upon life; while during the Mahometan rule in Badiboo, human life was taken upon the slightest pretext, and a capricious despotism was substituted for the tribal government which obtains among the Soninkees.*

The reader cannot fail to observe here the singular coincidence between the conditions of the population of India and West Africa, in regard to its twofold character, and to admit that the difficulties of carrying on a European government in the presence, and often in the midst of the conflict of Paganism and Mahometanism, so fully appreciated in the one case, ought to be no less duly estimated in the other. But in more points than in its mixed population, West Africa presents the Indian difficulty in miniature, and the danger of forming too rapid a judgment of the complicated political questions, which the maintenance of a European power in either country must disclose from day to day, becomes apparent. By the dissolution of the African Company, the colonies in Western Africa were placed in that transition state through which India passed when the rule of that great Company which so long and so wisely carried on its government was removed, and the Imperial Government, no longer screened and protected from the responsibilities of so great a charge, was brought *vis-à-vis* with the tumultuous and conflicting populations and religions of the peninsula. We are so ready to confess the difficulties of an administration undertaken under such disadvantageous circumstances in the one case, that our refusal or neglect to do so in the other, can only be attributed to the fact that so little is known to the general public of the former history and present political state of West Africa, and that what is known of it is read through the distorted medium of the advocates of Mahometanism on the one side, and the equally indiscreet partisans of the idolatrous population on the other. The hasty impressions of travellers who have probably spent two or three days in Sierra Leone or Bathurst are accepted even by men of official

* It must be borne in mind that the tribes on the Gambia, the Mandingoes and Joulouffs or Oualouffs, the Foulahs and others, belong to a totally different race from those which on the coast of Guinea exhibit so horrible a depreciation of human life.

experience in England as political truths and axioms, and the most superficial observations, however paradoxical they may be, are permitted to form and direct the opinions even of those to whom the results of profound observation and official experience are continually accessible. The exigencies of the government of a community composed of such conflicting elements as those we have described, cannot but be sudden and perplexing to a European politician. All that the Home Government can do in such a case, viewing the scene at a great distance, and in great measure "through the spectacles of books," is to lay down general laws and principles, and to repose a generous confidence in those to whom the immediate authority is delegated. Its reply to a Governor seeking instructions, ought rather to be that of the wise Pope to his zealous Legate, who asked what he ought to do at a critical moment, "*Fac bonum*," than a code of rules, or a declaration of restraints and prohibitions, which leave no place for the discretion of the actual administrator, and would if carried out, disable him from doing what might be best under the circumstances, if it did not even compel him to do what would be absolutely inexpedient.

With these preliminary remarks, we approach the history of more recent events in West Africa, and bring our reader to the year 1859, when the government of the colony of Bathurst was entrusted to Colonel D'Arcy. After a long service in India and in the West Indies, which, while it gave him the snows of age, yet left him with all the vigour of youth, this distinguished officer arrived at Bathurst in the August of that year, and found on assuming the government, that the colony was in a state of severe depression, arising from the ravages of yellow fever, and so prevailing a reputation of unhealthiness as to paralyse trade, and to check all mercantile enterprise. Colonel D'Arcy, regarding the work before him as one of peace and progress, opened it naturally with measures of the most stringent character for restoring the health of this small community, already decimated by this chronic plague of a tropical coast. The success of these measures enabled him to propose and carry in the following year an act for equalising tonnage dues, which, without disturbing any local interest, added materially to the revenue of the colony. In the same year, intent on carrying on his peaceful mission, he directed his efforts towards improving the condition of the black pensioners—old soldiers whom it was desirable to withdraw from the contamination of the town, and to plant in the agricultural parts of the colony; a kind of outpost of European civilisation. This measure, at once of social and political importance, having been successfully completed by the location of the pensioners on a fertile plain in the ceded portion of the Kingdom of Combo, (a settlement bearing the name of Newcastle, where a chapel, burial-ground and schools have since been established,) a project of equal importance, though altogether of another kind, forced itself upon his attention. This was to reclaim from

the sea the marshland on the north-west of the town, into which the sewage of a district containing 7,000 inhabitants had until now emptied itself—a fruitful cause of the extent of the cemetery of St. Mary's, and sufficiently near it to need no one to point out so obvious a connection. This plan was admirably and efficiently carried out with the aid of convict labour, and the sea-wall, which has reclaimed for cultivation and secured from deadly miasma the north-eastern portion of the island, will remain a lasting monument of the peaceful policy of Colonel D'Arcy, long after the remembrance of the subsequent wars by which its fruits have been preserved to the colony, has passed away.

It must, however, be noted here that this pacific course is as totally misunderstood on the banks of the Gambia as a vigorous military action is in the Colonial office. "The warlike Imperial policy (of the French on the Senegal) contrasts strongly," as a recent visitor to the colony observes, "with our Quaker-like peacefulness; about Gambia the natives have sneeringly declared that they will submit to the French, who are men, but not to us."* We cannot, therefore, be surprised that it became necessary to give a more active support to our traders at Bathurst in 1861, and to encounter the chilling shudders with which the Government at home entertains the thought of a "little war." But the interest of our narrative becomes at this point so concentrated in the person of its principal actor, the Priest and Prophet Mabah, that we must fall back for a few moments upon the history of the earlier part of his career.

Born among the Yuloff (or Joliffe) tribe of the kingdom of Salem, and thence expelled for some crime committed at an early age, he took refuge in Bathurst, where he worked for some time as a labourer in the carriage of ground-nuts, one of the most important articles of colonial exportation. In the course of a few years he had amassed a sufficient sum to enable him to take a conspicuous part in the neighbouring kingdom of Badiboo, in which, by permission of the Soninke king, he founded a town, to which he gave his own name, and in which he took up his abode. Soon after he embraced Mahometanism, and was admitted into the priestly order of Marabouts, in which he acquired a considerable reputation for sanctity. At this period, and too probably at his instigation, the attacks on the persons and property of our settlers on the part of the King of Badiboo became so frequent and flagrant as to point to the necessity of the most vigorous and decisive measures for preserving the safety of the colony. Taking advantage of the arrival of the Avon transport with the triennial relief on board, the Governor organised an expedition rather of a demonstrative than of an aggressive character, and aided by the prompt co-operation of Commodore Edmonstone, threw a force of about 800 men of the West India regiments with a hundred of the Gambia Militia Ar-

* *Wanderings in West Africa*, Vol. 1, page 137.

tillery into Badiboo, the military portion of the expedition being commanded by Lieutenant-Colonel Murray. The natives, who had thrown up earthworks to prevent a landing, defended them with great spirit, and a few days afterwards resisted the invading force with obstinacy and resolution at the stockade of Sabba, where they were supported by a large body of cavalry. This led on to a regular engagement, in which they were signally defeated by our troops, and the stockade effectually destroyed, though not without the loss of Lieutenant Hamilton, R.N., and three sailors who fell at his side. The day after, the principal chiefs were sent in on the part of the King to sue for peace, swearing on the Koran that they would no longer molest our traders, and giving hostages to guarantee their fidelity.

The importance of this short campaign and the value of its results were not only recognised in the promotions of those who had contributed to them, but were made the subject of a complimentary despatch to the Governor from the then Secretary for the Colonies, the Under-Secretary of State taking occasion to express in the House of Commons his conviction that the course of the Governor had been marked in this instance by great prudence and moderation, avowing at the same time his belief that the expedition was absolutely for the safety of the colony and the protection of the trade.

The course of Mabah during this campaign was singular and unexpected. After taking part in the resistance given to our troops at the beginning, he soon perceived that it must be altogether futile in the end, and at once determined to cast his lot with the British with whom he acted to the close of the campaign. This rendered his position in Badiboo a dangerous one after the departure of our force, while his new familiarity with European warfare and his knowledge of the irresistible power of religious fanaticism among the native populations, suggested to his mind the idea of a rebellion in which the objects of his ambition would be fully attained. His early career had borne a sufficient resemblance to that of Mahomet himself, to present the idea that he might be destined in later life to share the military success of the great Prophet of his faith and to claim some portion of his inspiration. Accordingly he added the prophetic to the priestly order, and placed himself at the head of his followers with such energy in this new character, as to find that he was soon able to overrun the kingdom of Badiboo, whose inhabitants only saved themselves from destruction by crossing the river to the Soninke kingdom of Yanimaroo.

In April 1862, the death of the King of Barra produced a new complication, which the Governor had foreseen and endeavoured to avert by exacting an oath from Mabah that he would not extend his arms beyond Badiboo. But the anarchy which prevails on the death of a native king, and continues during the three months in which the elective monarchy is in abeyance, offered a temptation to

the successful chief which he was unable to resist. The Marabouts who lived in Barra, and who had probably invited the intervention of their coreligionist, eagerly joined him when he turned his forces against that disorganized kingdom. And here a singular incident presented itself. From the mysterious organization of their system, the Marabouts, like the Jesuits of old, had become the objects of so deep a terror to the ignorant Soninkees, that the belief spread like a panic through their entire body that a Marabout was in every household.

A paralysis of fear and distrust supervened, and the hosts which had professed their determination to defend their capital and their king to the very last, melted away less before the dread of an outward enemy than at the suspicion of an enemy within their own camp. Escaping to Jessow, a large Soninke town just within the limit of the ceded mile, and sending their women and children to the Fort for protection, they rallied and awaited the approach of the Prophet. But British guns were now too near him to permit him to do more than gaze upon the tempting prize. The scene was singularly impressive, and must have been not a little picturesque. The Prophet King was in full view of the coveted prey, and opposite to the representatives of the British power under whose protection the terror-stricken exiles had placed themselves, seated on a prie-dieu chair and dreamily chanting the services of his religion, his mind being probably more deeply engaged in calculating the chances of the conflict he had so nearly provoked. A sudden resolution broke up this strange reverie, and rising up as though he had been too long inactive, he hastened back to Badiboo, which during his absence had been invaded and burnt by the native King of Salem.

A long and dreary course of warfare and reprisals followed, the political results of which were less decisive than the social and practical consequences were deplorable. For the beautiful Barra country which had been the granary of our colonies on the Gambia became a desert, and the wretched cultivators of the soil poured in upon Bathurst, leaving hundreds dead along the path of this mournful exodus, and bringing upon the Governor and the unfortunate colony a weight of misery and pauperism which needed administrative powers of no ordinary strength and elasticity to support. The civil war, in the meantime, which during 1862 had been like a gathering tempest rumbling in the distance, was now fast approaching the British possessions and threatened at any moment to involve the ceded district on the north of the river in misery and ruin. Fortunately in the beginning of the year a wise provision had been made against this twofold danger of war and famine. This was the authorization of an export tax, without which the difficulties of the following years of severer trial would have been almost insuperable.

But though it was impossible to be so near the scene of a civil war whose centre was continually changing and might any day fall within

the limits of our own territory without constant apprehension and alarm, the mind of the Governor was still rather intent on the social and internal state of the colony than on its relations with the native tribes. This was illustrated by the foundation of Hamilton Town as a settlement for the limited service men discharged from the West India Regiments, whose presence in Bathurst was no less injurious to the town than to themselves. No sooner had the colony been relieved of this burden than it witnessed an inundation of squalid misery which shewed that however scrupulously the entanglement of the surrounding warfare might be avoided, the results of it were not so easily averted. Wretched famine-stricken beings, escaped from the terrors of war only to perish miserably in the streets and market-place of Bathurst, gave a faithful warning of approaching danger, and conveyed almost a reproach for the inaction so rigidly imposed by the Colonial office. The paternal heart of an English Governor must have heard in the lamentations of these famished creatures the thrilling appeal of the victim of the Torre del Fame—"Padre mio, ch  non m'ajuti?" Equal to this pressing emergency, Colonel D'Arcy at once encamped all the survivors in the bush, and gave them employment in a work whose great value to the Colony has since been remarkably proved—the Cape Road, which enables the European residents of Bathurst to obtain an immediate change of air and scene in that pestilential climate and assists the native population in bringing their produce into the town.

Turning his attention from this work of Christian zeal to the warfare which had rendered it necessary, and finding that the crusade of the Marabout fanatics was now being preached almost within the lines of the British district, the Governor determined to raise a Militia for the defence of the territory of British Combo, to which, constituted as it was of middle-aged men whose period of regular service had expired, the subsequent security of the colony might in no slight degree be attributed. These military measures were rendered additionally necessary by the state of the sister colonies as far as the Gold Coast, which had required the transfer of all the regular troops that could possibly be spared to those districts. At this moment a British subject, a Marabout resident within the ceded portion of Combo, opened the dreaded crusade on the south side of the river, and in the red mantle, symbolic of war, and beating the war drum as he passed, marched to Goonjoor accompanied by his wives and followers. The settlers on his route took shelter in Bathurst, and awaited with terror the result of the operations of Mabah, who was engaged in the attack of the town of Quinella.

Meantime an omen of yet nearer danger appeared in Bathurst itself. A procession of Mahometans chanting the profession of their faith, marched through the town at sunset, and for a few days the colony was in a state of agitation and alarm; but a man-of-war, the "Sphinx," Captain Jones, R.N., at this crisis glided into harbour, and enabled the Governor to show Mabah he did not fear

his demonstration of power, although he was fully aware he had received 400 dols. from the Marabouts of Goonjoor to aid them on the capture of Quinella, in re-taking from the British their lands at Sabbajee. To the surprise of all, half of the garrison at this crisis was despatched in the "Dover," under command of Capt. Harley, 3rd West India Regiment, to answer to Governor Pine's requisition for military aid against the Ashantees; but Colonel d'Arcy took a comprehensive view of British interests on the West Coast of Africa, and was equal to the occasion. This policy was highly approved at home, and pronounced as "chivalrous" by Mr. Pine, and the Governor of the Gambia fortunately had no occasion to fall back as he intended on the loyalty of the friendly tribes and those he had saved from starvation; for, to the delight of the inhabitants, the news arrived that the Prophet had been signally defeated at Quinella, from which he so hastily fled as to leave behind him a large booty, including the sacred "*gri-gri*," or Koranic charms, which form the most treasured possessions of the fanatical Marabouts.

After this reverse, the Prophet returned to Badiboo, and passing thence suddenly to Salem, gathered round him an armed retinue, and there remained for a brief period in inactivity.

About this time it appeared to the Governor that a pacific intervention might put an end to a war which was rapidly becoming one of extermination. Accordingly, and at the risk of their lives, he and Mr. Primet proceeded to Badiboo. We may avail ourselves of the occasion which confronts Colonel D'Arcy with the remarkable man who fills so large a space in this narrative, to give the reader an idea of his personal appearance. The Governor's description of the Prophet is as follows:—

"In person, Mabah is like Saul, a head and shoulders above his people. He is almost fifty-five years of age, with a countenance severely marked with the small-pox, which gives him almost an unearthly aspect, while, which is very unusual with Africans, the conformation of the nose is European," a feature which gives him influence among the natives, who attach the idea of higher intellect to the prominence of the bridge of the nose. Such is the personal appearance of this too successful chief, who assured the Governor, at an early interview, that "but for his protecting arm at Yessow, in 1861, not a single Soninke would then have been alive in Barra." The destruction of the stockades in the Barra district was one of the most important results of this interview, a work which Colonel D'Arcy and Mr. Primet, at the greatest personal risk, superintended, and were enabled to carry out most effectively. The rival stockades were, by a judicious arrangement, destroyed successively in pairs, a Soninke and a Marabout defence falling together. It may be unhesitatingly affirmed that no more important contribution to the peace of the colony had been hitherto made than this, and while it gave a far better guarantee of security than the promises and hostages of Mabah already too deeply perjured, it illus-

trated and established the fact that Colonel D'Arcy's policy was eminently and distinctively a policy of peace.

On his return to Bathurst, the misery arising out of the exodus of the native population, again pressed itself upon his attention; for though the allowance for the poor had been increased, it was altogether unequal to meet so great an emergency. The settlement of these unfortunate exiles on a cleared portion of the British mile, within the ancient kingdom of Barra, at once suggested itself as the most effectual plan of relief, and the thriving town of Fitzgerald bore testimony to the wisdom of the project which this benevolent intention had originated.

But though hostilities were slumbering on the northern bank of the river, they soon became active on the side of British Comabo, at whose extremity Bathurst itself is placed. The work of mediation was therefore resumed, and its result was a treaty of peace as before. This, with the destruction of stockades, which had been raised opposite McCarthy's Island, and the reconciliation of the hostile parties in this instance also, completed the political history of the settlement in 1864, during which the work of internal improvement was carried on with equal success, including sanitary plans, the laying down of buoys near the coast, and other useful measures. The most prominent of these was the construction of a sea-wall at right angles with that erected in 1860; an important link in the chain of sea-walls which encompass Bathurst, and protect it from the inundations to which it was previously liable. A governor, whose administration had been thus successfully carried on amid perils not unlike those described by the Apostle—war, famine, rapine, disease, but bearing still closer resemblance to them in that additional peril of "false brethren," whom jealousy of success not less than impatience of authority raises up in every community, may well appeal to the results of his policy as the irrefragable reply to every misrepresentation of adverse criticism. "*Si monumentum quaeris, circumspice*," is the sufficient answer to every one who is capable of being impressed with the silent eloquence of facts and institutions, and able to rise above the atmosphere of detraction and calumny which is ever gathered round a distant administration and a delegated rule.

In the meantime, the course of Mabah, and the dangers which it threatened to both English and French civilization in Africa had not escaped the perspicacity of the French authorities in Senegal. As far back as June, 1864, a requisition had been sent to Colonel D'Arcy by General Faïdherbe, the Governor of that colony, to co-operate with him in the reduction of Mabah, who was preparing to advance northward, in order to acquire territories "where" (he writes,) "we have our military posts, and where the inhabitants are in a measure under our Sovereignty," a passage indicating the protection which the French government extends even to those within range of their forts, who had no claim upon them, to be compared with that which the inhabitants of the ceded mile might advance

against ourselves. After shewing that his military resources were abundantly sufficient to assert the supremacy of his government over the districts referred to, General Faidherbe desires to know whether the British authorities would co-operate with him in the event of the Prophet falling back on the Gambia, a policy whose necessity was now becoming apparent. With a clearness and precision peculiarly French, he points out the strategical methods by which this co-operation might be successfully carried on, and appeals to Colonel D'Arcy's experience on the subject. At a meeting held at the Government House on June 24th, 1864, it was unanimously agreed to recommend the Home Government to comply with General Faidherbe's request.

No practical result appears to have followed from this very reasonable application, though events were occurring at the very moment, which shewed its urgency. A Youluff, after the Civil war in Barra, had received, on account of his loyalty on that occasion, a grant of a piece of ground near Albredah, and within the ceded mile, at a place called Bantang-Killing, which had belonged to the Government. The Marabout Alcaide of Albredah, jealous of one of another tribe being thus located, set up a rival claimant for the land, which had now, for the first time, been brought into cultivation, and roused the native population to assist Lah Adam, the claimant, to obtain forcible possession of it. A compromise was, however, effected by the agents of the Governor, and was confirmed by him at Bathurst. A few days afterwards, dissatisfied with this settlement, the Marabouts proceeded in full force to renew their claim, and the Council were compelled to determine that if force were again resorted to, it must be vigorously resisted, and the pretensions of the opposing claimant remitted to the legal courts of the colony. This appeared, for the moment, to give satisfaction, until a visit of the Alcaide to Bathurst unsettled the question, and Colonel D'Arcy found it necessary to apply for material aid to Major Harléy commanding the 3rd West India Regiment.

The appearance of a vessel of war, together with the *Dover*, the official steam-ship of the Governor, successfully prevented the threatened outrage, and shewed the resolution of the government to protect the peaceful residents within the ceded mile, a most important result, inasmuch as a timid and faltering policy would have exposed the north bank of the river to the ravages of the Prophet.

Upon this followed another work of negotiation, which, while it averted the immediate danger, and appeared to the inexperienced to promise a settled calm, rather concealed the elements of warfare than dissolved them. The demonstration which had been made before Albredah was, however, sufficiently influential to render the following year, (1865,) a season of comparative tranquillity. But the native wars of Africa, like its tornados, break out for the most part after sunny weather, and "after a deep stillness and silence, as if nature were preparing for the fray;" and the opportunity of

preparation for so doubtful a future had not been neglected by the Governor. By several financial measures, which, without pressing upon the industry of the colony, increased its annual revenues by about four thousand pounds, Colonel D'Arcy provided against the dangers which the following year matured; not even then intermitting those public works for the improvement of the town, which had already been energetically begun.

But before we proceed to the events of 1866, and to that short campaign which so gloriously vindicated the sovereignty of England on the banks of the Gambia, our attention is recalled to the unaccountable prejudices of many in influential and even official positions in England in regard to the conflict of races and religions in Western Africa. Many such persons even went so far as to assume that "drunken Pagans" were being supported against "abstemious Mahometans," half-idolatrous Soninkees against Marabouts pietists. This is certainly very hard to conceive, inasmuch as not only the unanimous expressions of the chiefs of the colony, but the independent testimony of General Faidherbe himself was actually under the eye of the authorities, whose description of the faithlessness and cruelty of the Prophet "who, under the cloak of religion, as sent by God to propagate Islamism, left nothing but ruins behind him," was too truthful a commentary on the recorded experience of Colonel D'Arcy to permit any intelligent man for a moment to be the victim of so strange a delusion. The reader will bear in mind the fact that within the ceded mile there were protected towns both of the Marabouts and their Soninke rivals, and that the continual and painful difficulty of the Government at Bathurst was by carefully balancing their claims and pretensions against one another, to prevent them from coming into direct antagonism. The settlement of the Youluff chief before referred to (whose name was Masambar Kokar,) which had been with difficulty tolerated during the calm which succeeded the demonstration at Albredah, soon led the way to an open rupture with the British, the capture of ninety head of cattle from Masambar's grazing ground, and the attack of Sinterninko, a Soninke town, occurring almost at the same moment.

The warning which these outrages provoked from the governor, appeared at first to have some success. But on the 24th of June, a sound of heavy firing from the direction of Bantang-Killing, proved to the inhabitants of Bathurst that new difficulties must have arisen within the limits of the British protectorate. The news that Bantang-Killing had been surrounded and attacked by the Marabouts rapidly followed, and that Masambar had by a vigorous resistance both on the land and on the river side succeeded in beating off his assailants. Opportunely assisted by H.M. Ship "Mullet," which had just anchored in the harbour, Colonel D'Arcy proceeded up the river, and having raised the blockade which had been formed by the Marabouts, discovered the existence

of a formidable league against the persecuted chief, between the towns of Sicca, Jillifree, Lamin, Tubaba-Kullong, and Aljamadoo, all lying within the ceded mile and claiming the protection of the British flag. In order to appreciate fully the course which the Governor now pursued, we must endeavour to take a clear view of of the complicated relations in which he stood with the native population, as well as of his obligations to the Home Government, and of the discretion he possessed, in spite of the restrictions of the Colonial Office, as a servant of the Crown of England. We might not inaptly compare his position to that of a Minister of the older German Empire, compelled to vindicate the Imperial authority against one of the free cities of the Empire, which had attacked another of the same communities, both having the same rights under, and recognising the same obligations to, the central power. The armed resistance of the aggressor in such a case could only be regarded in the light of an open rebellion against the supreme authority. In an emergency like this there is little time to reason upon the maxims of Puffendorf, or Vattel, or to consult the obscure and often equivocal oracles of Colonial Blue-Books. But that happy instinct of duty and skill in the choice between difficult alternatives which characterises the British soldier everywhere, were not wanting to Colonel D'Arcy at this perilous juncture.

As there was no time to write to the Governor of Sierra Leone for instructions, and the arrival of a man-of-war in the river presented an opportunity for establishing, probably by a mere demonstration of power, the supremacy of England within the ceded mile, he proceeded up the river in the "Mullet," Capt. Robinson, R.N., supported by the "Dover" as far as Albredah, at the head of a small but gallant force, consisting of about 350 men, regulars and volunteers, whose disembarkation was completed on the morning of the 28th. Having promptly disarmed the Marabout residents in Albredah, who had formed part of the aggressive force at Bantang-Killing, he was joined on the 29th by 500 allies under the Sumar of Jessow, who had made common cause with Masambar, on account of the unprovoked massacre by the Marabouts of the unarmed Soninkees while working in the fields, in the attack on Siterinko during the preceding week. Ordering the Captain of the "Dover" to steam up to Sicca, about four miles from Albredah, by which movement the desertion of the enemy of the stockaded towns of Sicca, and Jillifree (which were immediately destroyed by the allies) was effected, Colonel D'Arcy spent the rest of the day in preparations for attacking the enemy, whose forces he could now foresee would be concentrated in a single stronghold, and whose plan of resistance evidently had long been laid.

At six o'clock on the eventful morning of the 30th June, the 4th W. I. Regt. under the command of Major Mackay advanced to Bantang-Killing, where they were joined by Masambar's troops

about 250 strong, which formed the left wing of this small army, the men of the 4th W. I. Regt. being in the centre of the force, and about a hundred Volunteers under the immediate command of the Governor himself in the rear; the allies, under the command of Major Primet of the Gambia Volunteers, forming the right flank. Passing from Bantang-Killing to Lamin, along the bank of the river, and supported by the "Mullet," which dropping down the stream anchored off that place, they found that the town had been rapidly evacuated, and after destroying it, they proceeded towards Tubaba-Kullong, which they reached about mid-day under the furnace heat of an African sun in June. Unfortunately, during a skirmish in the bush with the Marabouts of Aljamadoo, who were advancing to the support of their coreligionists, a considerable part of the allies met with a partial reverse, and having lost their prince and leader, Sarjoo, fell back in disorder upon the main column, causing a panic among the followers and ammunition carriers who, throwing away their burdens, fled in confusion to Albredah.

Tubaba-Kullong—"the white man's well" destined also to become the white man's grave—was a large, strongly stockaded town, rising on one side from the river which reached its defences at high tide, and backed by a bold rising ground on the north. It was occupied by a large body of the enemy who, being well under cover, kept up a continuous and fatal fire against the assailants of the stockade from the east. The first design of Colonel D'Arcy, was to shell the town from the hill with rockets and howitzers, while the "Mullet" was supporting the attack with a flank fire; but at this terrible emergency it was found that the supplies which had been brought from Bathurst had been fatally injured by damp, or the rocket tubes burst from iron-mould or otherwise, and that the enemy were able to quench the flames; the women being distinctly visible in the glare of the fires, endeavouring not without success to suppress the rising flames by means of wet cloths attached to long bamboos—a work to whose almost inevitable perils, the heaped-up dead within the fort gave afterwards a hideous testimony. Hundreds of warriors were in the meantime defending the stockade with desperate courage, leisurely picking off the foremost ranks of the assaulting party, directing their principal aim at the Governor, who being almost the only officer mounted and being so well known to the Natives from his flowing white beard, presented a prominent target to their deadly double-barreled guns. The terrible struggle had lasted till about four o'clock, and while no impression had been made upon the town, the position of the assailants was every minute becoming weaker and more critical. The fire of the "Mullet" was wild from the distance she lay off, and as the shells from her 68-pounder went screaming over the town, its defenders were heard shouting ironically, while the war-drum beat defiantly, and the fire from the

stockade continued in volleys without intermission. It then became necessary to carry the place by assault, with pioneers in front—a plan of attack whose signal results at Sabba and other places were too well known to those who like the Governor were acquainted with African warfare. This was still more necessary on this occasion from the fact that the warriors of five towns, 800 in number, were concentrated behind the stockade. The counsel of the more timid was to fall back on Albredah, but the bold and more vigorous inspired with the fearlessness of the Governor, and putting implicit confidence in his experience resolved to carry the town or perish in the attempt.

No sooner had the little council of war, rapidly and earnestly held under the shade of a palm tree at a short distance from the stockade, arrived at the only worthy decision in such an emergency, when, conscious of the necessity of adopting extraordinary means at so urgent a moment, the officers of the detailed storming party of the 4th West India Regiment, Lieuts. Marshall, Jenkins and Kelly, at the suggestion of the Governor, hastened through the ranks, addressing to the soldiers as they passed energetic words of appeal and encouragement, reminding them that now the opportunity had come for proving their prowess; that the only Europeans who were with them were their officers; that the honour of their race was in their hands. The reply was worthy of the address: "Lead us, gentlemen, and never fear but we will follow." And the rush to the stockade under a raking fire from the town and from the hill behind, was a sufficient proof of its sincerity. Foremost in the attack, and in the very centre of the front, was the Governor himself, whose well-known and characteristic appearance marked him out for the fire of the enemy. Leaping from his horse, with Ensign Kelly on his right and Lieut. Jenkins on his left, whose loud and earnest appeals to the men to "stand by the Governor," were heard by him even in the din of warfare, and amid the clouds of smoke that hid from him all around, he first mounted the stockade. At this critical moment his sword was shattered to pieces, and throwing the handle over the stockade and bidding the men follow it, he called for an axe to cut down the stockade. Ably seconded by the pioneers Boswell and Hodge, of whom the one fell nobly in the moment of victory, while the other lives to wear the well-earned cross of valour, he effected an entrance into the fort, supported by the regulars under Captain Barnard, and by the volunteers under Mr. Hurst, and in a few minutes the gallant but diminished band were in full possession of the stronghold of the rebellion. But the confusion of the assault had hardly settled down into a calm, when the fatal losses became apparent. The officers and four men of the 4th West India regiment on either side of him had perished in the very moment the breach was effected. Lieut. Jenkins had fallen on the one side, struck by a bullet

aimed from a banting* at Colonel D'Arcy himself, while Ensign Kelly lay mortally wounded on the other. In the one case death was instantaneous; in the other, only a few hours of unconsciousness intervened. The devoted secretary of the Governor, Mr. Hurst, who took up so successfully the work of the fallen, survived but for a few weeks. Escaped from the perils of warfare, he fell a victim to the fatal pestilence, which "turned the victory into mourning," and almost obliterated in the minds of the people of Bathurst the memories of a day which must ever fill so important a place in the history of their colony. The entire town of Tubaba-Kullong was soon in the hands of the allies, and the enemy, driven from this last stronghold, took to the open country, where they fell, after fighting bravely, by the sword of the Allies, under the gallant Major Primet of the Gambia Volunteers. While the losses on our side were unusually severe, and the bravery of both regulars and irregulars was read too fully in the list of the killed and wounded, the losses of the enemy were far more numerous, and the courage with which they had clung to their posts to the last was witnessed by the heaps of the dead, who were piled up on the very verge of the stockade. The results of the affair of Tubaba-Kullong were almost as sudden as the success itself. The rich Barra district, from being a scene of terror and confusion, sank into perfect tranquillity; agricultural labours were resumed, and mercantile operations were carried on along the river with perfect security.†

The necessity of attacking Aljamadoo on the following morning was obviated by its evacuation by the enemy. The allies who proceeded thither burned the town, so that five of the rebel towns were now destroyed, and the rest of the Marabouts of the kingdom of Barra outside the ceded mile retreated in consternation to Badiboo, swimming across the Jocardo Creek.

* A banting is a temporary tower, so constructed as to enable a marksman to fire over the stockade down upon the assailants. On this occasion a well-known elephant hunter, named Malamin, was seated surrounded by loaded double-barrelled trade guns. He it was, it is supposed, who slew so rapidly the officers and men of the storming party; but their deaths were avenged, as he fell inside by the hand of the Governor in this wise: on finding that the Governor and Private Hodge were inside the stockade, he ran down the ladder, placing the muzzle of his firelock on the Governor's head; but the priming alone burnt. Lance-Corporal Warner, lying desperately wounded in the stockade, passed his loaded firelock into the Governor's hands, and Malamin fell dead. Here the Governor remained fighting desperately, Warner and Hodge loading for him, till his faithful Interpreter, John Day, brought up Lieut. Hunt of the Volunteers and a party of the 4th to his relief, and the Marabouts fled in disorder, only to be slain by the allies on the glacis as they left by the north gate.

† The success of a vigorous policy had been already tested by General (then Major) O'Connor, formerly Governor of the Gambia, in the recovery and destruction of Sabbagee, in the district of British Combo, where the most beneficial results have been secured by a single energetic movement. Though the losses on that occasion also were considerable, the lesson then given to the Marabouts on the south side of the river has been so effectual that the internal peace of British Combo has never been since disturbed.

On the 1st of July, the force returned to Bathurst in the Mullet, numbering of all ranks sixty-one killed and wounded, and the Governor discovered, on his arrival, that eight hundred Marabouts from Goonjoor had already started to attack Bathurst, but the intelligence of the fall of Tubaba-Kullong made them retrace their steps, and compelled them to send a deputation of Fodeys (holy men) to supplicate for peace. This completed the evidence of the fact which the perspicacity of the Governor had detected from the first, that the conspiracy had spread itself through the entire Mahometan population on both sides of the river, and that its vigorous repression was necessary to the very existence of the colony. The people of Bathurst estimating the danger from which they had so narrowly escaped, for in the event of a failure of the little army on the north side of the river, the natives at Goonjoor and other districts in Combo were already prepared to march upon Bathurst itself, gave substantial proof of their appreciation of Colonel D'Arcy's conduct, by presenting him with a valuable sword of honour; whilst the fragments of the shattered sword were kept as charms by the native warriors, and the Marabouts of Goonjoor sent a mission to the Governor, swearing by the Koran that they would never again venture to side with their co-religionists against the British. This oath they will keep so long as their fears of our power prevail, but with their fathers' graves in our possession at Sabbajee, they keenly watch their opportunity to regain their lands as soon as ever they imagine we are too weak to punish them.

To those who have succeeded to this difficult government, and in view of Colonel D'Arcy's field of labour "now white already to harvest," we may say as of a yet higher work "one soweth, and another reapeth." "Other men laboured and ye have entered into their labours." For the fruits of his financial as well as military administration will very soon be too evident to escape the attention of the authorities at home. In regard to Colonel D'Arcy himself, the words which were written of a still higher service live on in all their force. "You that are engaged in the work of God, seek for a reward of your service in the service itself."* And truly he has no other reward!

A CUTTING OUT AFFAIR.

By Lieutenant C. R. Low, (late) I.N.

We had but just cast anchor in Hong Kong after a long and stormy passage from England, when the Admiral commanding the fleet in China ordered our captain to fill up with wood and water as quickly as possible, and put to sea to chastise some pirates who had been annoying the merchant shipping in those waters. There was

* Owen's Sermon on the Death of General Ireton.

no other vessel available in Hong Kong harbour, so the Admiral informed Captain Chaworth that though he regretted sending us to sea again thus summarily, and before the men had a run ashore, yet the exigencies of the service demanded it, and he promised that we should have a "spell" in port on our return.

We youngsters in the midshipman's berth were only too delighted at the prospect of a brush with pirates, and congratulated ourselves on so early an opportunity being presented to us of winning distinction. We were not many hours in taking in sufficient water for the cruise, which it was expected would be only a short one, and on the following day the Jasper frigate sailed out of port with a fair wind. Our cruising ground was in the neighbourhood of Swatow. We made a quick passage to this port, and on communicating with the Vice-Consul learned that only two days previously a party of pirates had put off from the shore a little to the southward of Swatow, and, favoured by a calm, had captured a trading schooner which they sunk after looting her of her contents and blowing out the brains of the unfortunate skipper who attempted to resist them. The crew they mercifully placed in the jolly boat or "dingey" and sent afloat. I say mercifully, for had they followed their traditions they would have tortured them to death. These poor fellows, ten in number, reached Swatow in safety in their open boat and were residing at the Consul's expense in a house taken for them by that gentleman. They all expressed their willingness to join the Jasper, and we forthwith shipped them as supernumeraries. Guided by one of their number, who had been mate on board the schooner, we set sail for the scene of the outrage. Soon after the frigate sounded a headland to the south of Haimun Bay, the late chief mate of the schooner said we had arrived off the spot where his vessel lay 50 fathoms deep.

Nothing, however, was to be seen of the freebooters, and one of the old salts who had before served against pirates in these parts expressed his opinion that "the varmint would give a wide berth to a man-o-war," when suddenly the sound of a distant gun was heard. We all pricked up our ears; sail was made on the ship for the loud reverberation of the report denoted that the point where it came was not far distant. All the coast line here is broken by headlands and bays, and the Jasper was at this time becalmed under the lee of a bluff promontory.

Soon another shot, then a third, was fired, and from the increasing loudness of each report we hoped to be fortunate enough to pounce suddenly upon the miscreants at their cruel work. Unhappily the breeze fell a dead calm as the ship came under the lee of the cape, but Captain Chaworth, quick at expedients, ordered the boats to be manned and armed for service. "Look alive, my lads," he called out encouragingly. "Come, let us see which boat's crew is the smartest."

It did not take two minutes for the crews of the cutters to pre-

pare their boats for lowering. The pinnace's crew also were very smart in getting her ready for hoisting out. The yard and stay tackles were sent aloft, and when all was ready the ship was "hove to," the fiddles struck up, "stamp and go, boys" was the word, and the heavy pinnace was soon swinging in mid air and then lowered down in safety into the water alongside. To place the carriages slides and guns in them was very quick work, and within ten minutes of the time the order to "arm and man boats for service" was first given, the whole thing was done and the boats themselves were pulling away for dear life round the headland.

In the meanwhile the firing had increased to a pretty smart cannonade. It was now waxing feeble, and it was apparent also that it came from one side only; as we gave way "together and with a will," we guessed but too well which party was having the best of it.

When the first cutter was called away, I, as being the midshipman of the boat, had gone in her much to my delight and to the chagrin of some of my mess-mates, whose boats had not been ordered on service. The sound of the guns inspirited the men to fresh exertions, and a mad race to be first ensued. The first lieutenant, who was in the pinnace and, as senior officer, commanded the party, encouraged the sailors to pull their best. "Give way, lads, those poor fellows must be saved," he called out, and the crews nobly responded to the appeal. Now we were rounding the point and opened out upon the next bay. There, sure enough, before our eyes a deed of blood was being enacted. A small barque was resisting an overpowering attack from some half dozen piratical boats. The smoke yet curled lazily above the scene of the conflict, but the ordnance had ceased to throw the deadly shot, and fire-arms were laid aside, for the pirates were now running their boats alongside intending to carry the helpless vessel by boarding, which operation their greatly superior numerical strength easily enabled them to effect. At sight of the imminent peril in which their countrymen were placed, the Jasper's men gave way with if possible redoubled strength. It was an exciting moment.

Unaccustomed to witnessing such a game of life and death, I looked anxiously ahead as the horde of barbarians began to pour on board the ill-fated barque. It was terrible to think of the fate awaiting the small crew that had kept up the unequal fight so long. I could hear my heart beat as I strained myself to watch the desperate conflict. "Hurrah!" I could not keep the expression of satisfaction from my lips. The villains were taking to their boats again with all possible speed. They had caught sight of us and were preparing to flee from the enemy they dared not face. Our boats almost sprang out of the water as the lieutenant sang out, "Give sheet, men, they are making for the shore!" Our course now was slightly altered as we steered in pursuit of the fugitives. They made for the bottom of the bay, and we followed like sleuth

hounds. As we neared this point, we found that it was to all appearance their head-quarters. I counted four boats full of pirates making for the shore, and there were three ordinary sized junks at anchor near the beach between a projecting rock that formed a sort of cove. It was from these junks that our friends had sallied, and thither they were now returning with all despatch. On the shore were gathered a number of people, chiefly women, awaiting the result of the chase. The pirates had a considerable start, and of course reached the junks before we could. From the fact of their taking to their large craft, and not making for land, we concluded that they intended to risk an encounter with us. Nothing loth were any of our men, indeed Makin, the coxswain of my boat, said to the officer in charge, a mate, or sub-lieutenant as they call them now, "Ah! yer' honour them chaps wants bating bad and I'll go bail for it but they shall have their heart's content." This he said in a confidential undertone indicative of immense satisfaction, and as if there could be no possible doubt of the result. There certainly was none in Makin's mind. Yet it was in reality a hazardous attempt, for the pirates certainly outnumbered us, and for anything we knew, they might be reinforced from shore. Now we neared the junks which were crowded with men, fierce-looking fellows having the sinister cast of countenance which all of Tartar race, owing to the angularity of their features, possess. As we approached, they opened fire with their gingalls and muskets. The shot flew about us on all sides, but nothing daunted by the iron hail, our fellows did not relax their efforts in the slightest. All three boats dashed on. Just as we were about to throw our oars inboard, a musket ball struck Makin on the left hand, carrying away one of the fingers; shifting the tiller to the other hand he coolly observed. "It's the wrong hand, ye black devils, as I'll soon show you." Mr. Lamont the officer in charge of the boat, was about to take the tiller from him, but he said, "Oh, it's nothing, sir." "Weigh enough," called out the mate, and in an instant the oars were flung inboard simultaneously, and every man rose to his feet, cutlass in hand. The time had come for measuring our strength with the foe, and all among us were prepared for the struggle. I looked up and saw a crowd of copper-coloured eager faces glaring down on us, while some of the pirates clambered on to the rail in their anxiety to be foremost in the attack. In consequence of our great numerical inferiority, the first-lieutenant ordered all the boats to board first the outermost junk which was also the largest. The two cutters, one on each side, took the bows as their point of attack, for, from the well-known peculiar construction of the prows of these craft, they offer great facilities for boarding, while the pinnacle "tried it on" at the port broadside where steps had been fixed to the side. Soon a shock told us the first cutter had reached her goal; every man in a noble emulation strove to be first. Catching hold of anything that came to hand the strongest

men, pushing aside the others, swung themselves on board. Of course in this struggle the "weakest," as usual, "went to the wall," and I found myself after vainly endeavouring to be among the first, unequivocally the very last. The coast was, however, at length clear, and so, seizing the head boards, I succeeded, with no difficulty and without any opposition, in planting my foot on the pirates' deck. To my surprise, I found that our brave fellows had carried the junk almost in the first rush. Only a few of the enemy, driven back to the counter, were fighting desperately against some of the men-o'-war's men, like rats whose retreat is cut off. There were a few dead bodies, and a good many wounded men lay on the deck, but the great seething horde of the Tartars, and the boats' crews, where were they? Going to the starboard side of the ship I was quickly enlightened as to their whereabouts. They had, like the said water rats, taken to their native element and were making the best of their way, some to the nearest point of land, others to the junks moored close to our prize. As for the Jasper's men, they had leapt into the second cutter and pinnace, and, full of fighting, were pulling after the runaways in hot pursuit. I found to my mortification, that I was left behind; all chance of distinction was gone, for as to the three wretches whose retreat had been cut off, by this time they had been dispatched. It was quite certain that at my age, just fifteen and a half years, I could have been of little service to my ship-mates, but still I felt humiliated at the discovery of the very small estimation in which I was held by them. However, a bright thought struck me. There was the first cutter; calling the remaining half dozen of the sailors together—one was severely wounded and, like "the spirits of the vasty deep," evoked by Hotspur, declined the invitation—I jumped into the boat, and shoving off, pulled round the bows and gave way for the new scene of contention. Alas! I was equally unfortunate here, and had no opportunity of "fleshing my maiden sword." That redoubtable weapon remained guiltless of blood letting, at least on that day. Both the junks were carried with the dash and *élan* for which British seamen, all the world over, are so justly celebrated. The pirates, in every instance were first thrown into confusion at the simultaneous attack from the three quarters, and then on being seized with a panic at the furious onslaught of their assailants, threw away their arms and sought safety in flight. The success that had crowned our efforts was certainly complete though our self gratulations were somewhat premature. We had to tow these junks out, and there was no signs of the old Jasper heaving in sight round the corner. The enemy too began to open fire upon us from the shore and one of our men who swarmed up the mast of one of the prizes for the purpose of loosing sail, received a musket ball in the leg, that brought him down by the run. Poor fellow the limb was completely smashed.

That one of the junks that was moored outermost was easily got under weigh, for a slight breeze had sprung up and we were enabled

to make use of her large latteen sails, but the two others we found were aground. After a short search an anchor of English manufacture—it had doubtless been taken out of some unfortunate trading vessel—was found in the hold of one of the junks. This was taken into the first cutter with a hawser attached for the purpose of “warping off,” but hardly had the anchor been laid out and the men commenced to haul it in when a gingall shot cut the hawser in two. The feat was a pure accident, for their practice all through had been abominable, but it settled our little game completely. The commanding officer gave the order for the junks to be burned, and in a few minutes the sailors set light to them. Then taking to our boats, we made for the remaining junk that had been got off. As soon as we had filled on her sails and were clear of all firing, we counted our casualties. There was one man, one of the strokes in the pinnace, killed, and seven wounded, including the first-lieutenant, who had received early in the struggle a severe sword cut on his right shoulder, which, however, did not prevent him from conducting the operations. Among those dangerously wounded, three in number, was the unfortunate man whose leg had been struck by a musket ball. The limb had to be amputated, but he never recovered from the effects of the injury. Death put an end to his sufferings on the fourth day after the amputation. With our prize towing the boats we soon reached the Jasper, which now appeared sailing majestically round the point, and thus ended this “cutting out affair.”

OBSERVATIONS ON THE MILITARY MORTALITY QUESTION AT HONG KONG,

With an Analysis of the Report of the Parliamentary Committee appointed to enquire into its causes as affecting the 9th and 11th Regiments in 1865. By SURGEON RENNIE, M.D., 20th Hussars.

(Concluded.)

Considering the time which has elapsed since the foregoing was written, and the erroneous impressions which subsequent events have shown it to have been based on, I should pass it over without remark, were it not, that in the Report of the Parliamentary Committee. I observe a reference made to Dr. Rutherford's views as recorded in the paper under quotation, which leads me to think that the somewhat confident opinion he has expressed about Kowloon has assumed an authoritative character; especially so as it seems to be still the intention of Government to persevere with the scheme he suggested of constructing barracks there—the Committee stating: “It appears that soon after the late Lord Herbert became Secretary of State for War, he, with a full knowledge of

the necessities of the station, decided that barracks for 1,000 men, with a proportion of hospital accommodation, should be erected at Kowloon, after a hut, specially put up to test the healthiness of the site, had been in use a sufficient length of time for the purpose. That plans were proposed and sent to Hong Kong; that thereupon the Colonial Government raised claims to a certain portion of the ground on which it was proposed to construct the barracks; that the consequence of this was so great a delay before the hut could be constructed, that it will only be constructed in the autumn of the present year, (1866), after a delay of five years; that to this delay is due the fact that in 1865 the healthiness of the site had neither been tested, nor had barracks or hospital been built when the troops arrived.* I therefore think it as well to support the unfavourable evidence I have given respecting Kowloon in 1860, (as deduced from my own experience and that of Dr. Galbraith), by a reference to the sanitary history of the place during the period intermediate between that year and September 1864, when it was occupied by the 99th Regiment; with the results of which, the reader is already acquainted.

In a journal which I kept, while surgeon of the 31st Regiment during the occupation of Tientsin, I find an entry under date 7th January 1861, bearing on the question of the influence of Kowloon on the constitutions of soldiers who had never been previously exposed to any other foreign climate, it is as follows.—“Yesterday I admitted into hospital two cases of intermittent fever occurring in recruits just arrived from England. The disease in both of them showed itself on shipboard immediately after leaving Kowloon, where it had evidently been contracted during the eight days the men were encamped there, on being landed from the “White Star,” (the transport in which they came out from England.) The occurrence of these cases affords additional proof in support of the opinion I have formed, that it is a fallacy to suppose that Kowloon will prove a sanitarium, or that troops stationed there will enjoy superior health to those quartered at Hong Kong. . . . Referring to the subject this evening (8th January 1861) at the Legation, Mr. Bruce mentioned a fact corroborative of my present impressions; namely, that in 1845, when he was Colonial Secretary at Hong Kong, he recollects that the crews of several vessels which were lying on the Kowloon side of the harbour were much more unhealthy than the crews of those lying on the Hong Kong side.”†

* It is obvious from the concluding sentence of the above quotation from the Parliamentary Report, that the Committee had but a confused view of the Kowloon question; inasmuch as, not only had the healthiness of the place been tested over and over again with very unsatisfactory results; but the Committee, itself, commences its Report by detailing the injury done to the 99th Regiment by its removal to Kowloon in September 1864, and by alluding also to the want of success which had attended the encamping of the 2nd battalion of the 20th regiment there in December 1863.

† The case of H.M. Ship “Racehorse,” already referred to, was afterwards mentioned to me by Sir Frederick Bruce, in further corroboration of the unhealthiness of the Kowloon side of Hong Kong harbour.

The "White Star," I may observe, arrived from Hong Kong in the end of December 1860; just as the ice was beginning to extend from the mouth of the Peiho into the Gulf of Pe-chalee, and it was only practicable to land a portion of the drafts she had brought up for the Regiments serving at Tientsin; the sudden extension of the ice cutting off communication between the anchorage and the shore. The vessel consequently had to return with the remainder of the troops, consisting chiefly of a draft for the 2nd battalion of the 60th Rifles to Hong Kong harbour. There the draft was landed and encamped on Kowloon until May 1861, when it was sent up to the Peiho in H.M. Ship "Sphinx." The men of this detachment, during their subsequent residence at Tientsin, suffered severely from sickness, and experienced a heavy mortality. They were a long way the most unhealthy portion of the garrison, and the impression formed by the medical officers, was, that it was attributable to the undermining of the men's constitutions during the four months they were located under canvas on Kowloon.

The next jotting about Kowloon, in my possession, occurs on the 9th of September 1863, when I was at Hong Kong; on my way from the North of China to India. It is to the following effect, "In the afternoon, I went over with Dr. Howe, (then Deputy-Inspector General of hospitals in China) to Kowloon, and looked at the new huts which have been erected for the 67th Regiment (then at Shanghai, and about to be removed on sanitary grounds to Kowloon, an intention ultimately abandoned) also visited the lines of the 99th being stationed at Kowloon. Found ten per cent of the men in hospital, ague being the chief cause of disability. The sources of malaria at Kowloon are very limited; a circumscribed patch of paddy (rice) cultivation here and there existing, an erroneous importance appears to me to be attributed to these patches of cultivation as producing ague; inasmuch as the disease is quite as common on the Hong Kong side, where there is no malaria whatever." Of the results of this visit to Kowloon, as affecting myself, I shall have something to say before quitting the subject.

As regards the ultimate result of the experimental occupation of Kowloon in 1863 by the wing of the 99th Regiment, at page 367 of the Army Medical Blue Book for that year, appears the following observation by Surgeon Snell of the 99th Regiment.—"The tendency to repeated attacks of intermittent fevers in the greater bulk of the men, can be traced to their residence at Kowloon, which station, in its present state, I look upon as a most fruitful source of fever to the European constitution. The emanations and exhalations from the low alluvial flats in all the valleys constantly kept irrigated to induce rapid growth of paddy and rank vegetables, being quite sufficient to account for the exciting causes of fever. . . . Hong Kong I look upon, in comparison to Kowloon, as a sanitarium; and the injury to the health of the men of the

99th Regiment, from their lengthened period of service in China (nearly four years), I consider is chiefly due to the debilitating effects of fever, contracted for the most part at Kowloon in turn by each company taking their tour of duty there." Now the reader is reminded that these observations apply to the year 1863. Malaria, from vegetation, or alluvial soil in the valleys is the theory of the disease there entertained—how this description of the topography is to be reconciled with that given by Dr. Rutherford, I do not attempt to deal with, further than stating that from my diary note of 9th September 1863, it will be seen that my impressions coincide with those of the latter; for the year 1864, however, the theory is emanations from building excavations, and newly disturbed soil. It is very difficult, however, to say what the conditions of topography are, which will prove satisfactory in this part of China; because in the same report by the Surgeon of the 99th Regiment which attributes the sickness at Kowloon to the lowness of the locality and proximity to vegetation, I read with respect to the result of an experiment made of locating sick soldiers on the top of the mountains overlooking Hong Kong harbour, where they are as far removed from the form of soil objected to at Kowloon as they possibly could be in that part of China.

"The so-called Sanitarium established at Victoria Park, say 1670 feet above the sea level, proved last year, (1863), except in two surgical cases, an utter failure—nearly every case sent was attacked with diarrhoea of an intractable nature, and I attribute the acceleration of death in four cases to their residence there. Seventeen cases were sent, mostly cases of debility after fever, the changes in all except two (surgical cases) as before stated, were for the worse, due in my opinion, to the general insalubrity of the position, the sudden alternations of heat and cold, and the dampness from being generally immersed in the clouds. *Even at that elevation, cases of of intermittent fever were liable to as regular attacks as men on a low level.* From my own experience I would consider I was wantonly risking men's lives to recommend at a future time any medical case for change from Hong Kong or Kowloon to Victoria Peak Hospital."

I would wish to draw attention to the sentence I have taken the liberty of placing in italics. It is therein shown by Mr. Snell that exposure to the non-malarious influences prevailing at the elevation in question, were quite as productive of intermittent fever as the alleged malarious influences prevailing on Kowloon. The question, therefore, seems to me naturally to suggest itself, that, if in localities so near each other, but so topographically different, identical effects follow the removal of sickly men to them, is it not reasonable to infer that these effects occur from a common cause; especially so, when it is remembered that the two localities are freely exposed to an influence from which those residing on the northern side of Hong Kong (Victoria) are comparatively excluded, and

which influence is the south-west monsoon. Well do I recollect the singularly refreshing feeling I experienced on ascending Victoria Peak, and coming in contact with the full force of this wind on reaching the crest of the hill where the sanitarium, with its face to the south-west, had been a short time before constructed, but was not then occupied.* I equally well recollect the refreshing change it used to be to cross the harbour during the extreme moist heat of summer, and spend a few hours on Kowloon, exposed to the south-west monsoon blowing over its peninsula—an influence, which, while it refreshed and re-invigorated some, prostrated the mass of Europeans with debilitating and protracted sickness; consequent on certain peculiarities in their constitutions—most probably in their nervous systems which has not yet been even guessed at; from the simple fact that the medical profession has, up to the present time, identified effects arising from purely atmospheric changes, and exposure to currents of fresh air, with the inscrutable constitutional states arising from climate, which have rendered the individual liable to be injuriously affected by influences which to many are not only refreshing but restorative to health. As I have before said, the admission of almost total ignorance in reference to the origin of malarious diseases, will be the first step towards a rational—and probably never more than a very elementary—acquaintance with their natural history; were this done, we might hope to cease to see appear in print, such vague unsatisfactory and contradictory expressions of opinion on the subject, as those relating to Kowloon, which I have imposed upon myself the disagreeable task of collecting and commenting on.

With reference further to the sanitary history of Kowloon, in 1863-64, I find in the proceedings of the Medical Board (already quoted from) which assembled at Hong Kong in November 1864, the following relating to the second battalion of the 20th Regiment which arrived from England in the end of December 1863; having been diverted from landing in India, for service in Japan.—“The

* My personal acquaintance with the locality on the Victoria Peak described by Surgeon Snell, was acquired in 1860, and in my Journal, under date 16th June of that year, I noted the following.—“This afternoon, about four o'clock, I started from the Moray barracks to ascend to the top of Victoria Peak. I soon reached the range of buildings known as the Albany, now occupied as quarters by officers of the Colonial Government. From this point the harbour looks a picturesque lake, dotted over with shipping of every variety. At five o'clock the summit of the hill (the site of the sanitarium) leading to Victoria Peak was reached, and from it burst on the view the southern side of the island, the vast group of islands in its vicinity and the wide expanse of the China sea. Ascending the summit of the Peak, I reached the signal station, from which in clear weather, vessels are seen fifty-five miles off. The Kowloon Peninsula lies beneath, mapped out like a garden, now clothed over with military tents.” At page 275 of the Army Medical Department Report for 1862, the height of the sanitarium is given by Dr. Horne, the then principal Medical officer, as 1776 feet, and the ground on which it stands is represented as “composed mainly of granite intermixed with quartz, having little depth of soil at any point, and being scarcely covered with coarse grass,” conditions not usually identified with malaria.

2nd battalion 20th Regiment, occupied Kowloon from December 1863, and remained there until the end of June of the present year (1864) about which time it embarked for Japan. During the first three months its sanitary condition was good, but in April some cases of fever appeared, and they gradually increased until the 17th June, when the weekly percentage of sick amounted to 14·165, and the number of fever cases to 73. After this date, the regiment was encamped on the Kowloon Peninsula for some short period, and within the next two months no fewer than twenty deaths occurred in it, of which twelve were from cholera, five from diarrhœa, one from fever and two from apoplexy, and there is only too much reason to fear that the germs of these fatal diseases were sown, during the latter portion of the period the corps was quartered at the station just named.* . . . Staff-Assistant Surgeon Beath, also states that while Dr. Horne was principal Medical officer in China, he was employed by him to draw up a table of the per centages of sick at Kowloon and Hong Kong respectively, for a period of three years; and that on the whole, those of the former exceeded the latter by about 33 per cent." In the same document, (Proceedings of the Medical Board) it is stated in regard to the effects of Kowloon upon another body of men.

"On the 6th of September last (1864) H.M. troop ship "Adventure," arrived at Hong Kong from England, having on board the 8th battery, 2nd Brigade Royal Artillery, and a draft of sixty men of the 67th Regiment, and the evidence of Assistant-Surgeon Smith R.A., shows that up to that period these two bodies of men had been quite healthy. The battery of artillery disembarked at Hong Kong, where it is still quartered; the draft of the 67th Regiment at Kowloon, where it remained for a period of ten days. When the 8th battery, 2nd brigade R.A. landed at Hong Kong, the 6th battery 12th brigade proceeded to Kowloon; many of the men had previously served in China for a period of eight years, and some of them had never before been affected with fever. The evidence of Lieutenant Cane, the commanding officer, shows that up to the arrival of the battery at Kowloon it had been very healthy. It remained there for eight days, when it returned to Hong Kong. The subsequent medical history of the draft of the 67th Regiment appears in the evidence of Surgeon Snell, 99th Regiment; that of the 6th battery 12th brigade R.A., and the 8th battery 2nd brigade R.A. in the evidence of Assistant-Surgeon Smith of that corps; the general effect of which is, that while the health of the two bodies of men stationed at Kowloon, (the one having just arrived in the colony, the other having served in it for years), soon afterwards

* Though not stated by the Medical Board, the deaths in question I believe occurred in Japan, and bad as I consider Kowloon hitherto to have proved, I think it is over straining the point against it, to attribute to it cholera and apoplexy, occurring in a totally different climate. The regiment, it will be observed, became sickly coincident with the setting in of the south-west monsoon.

became very bad, and that much fever prevailed amongst both; while the health of the 8th battery 2nd brigade R.A., which had been disembarked at Hong Kong, has been, and continues to be very good. The obvious inference, therefore, is that the bad health of the first, viz, the 6th battery 12th brigade R.A. and draft 67th Regiment, was caused by residence at Kowloon.

"The evidence of Assistant-Surgeon Wheatley, 22nd Bombay Native Infantry, shows that a detachment of his regiment 165 strong, was quartered at Kowloon from the 29th of June to the 15th of September last, and that the head-quarters, 465 men, were stationed at Hong Kong; that previous to the first date the men of that detachment had been healthy; that while there stationed, fever had begun to prevail among them, and that after its return to Hong Kong, 162 cases of fever occurred in his corps, and of that number 117 cases were from the Kowloon detachment, being in the proportion to respective strength of 78 per cent of the Kowloon detachment, and rather under 10 per cent of the head-quarters. The importance, therefore, is that most of these 117 cases originated at Kowloon."

From the evidence thus adduced, if facts and medical testimony extending over six years are worth anything, it must be evident in the first place, that the impression formed by Dr. Rutherford and endorsed by others in 1860 with reference to the probable salubrity of Kowloon, as compared to Hong Kong, have proved altogether fallacious; and in the second place, that the Parliamentary Committee in stating that in 1865 the healthiness of the site had not been tested, have given expression to an opinion calculated seriously to mislead the Government, and most probably involve a farther sacrifice of health and military efficiency by supporting an experiment being persevered with that there is not a single fact can be adduced in favour of, while a multitude can be arrayed against it—the result of experience gained during the six years over which the experiment has ranged, and which it would seem to be the intention shall be re-commenced with new accomodation, stated to be ready in the autumn of 1866. It is not, however, a question of barracks, but of climate quite unsuited to the mass of men composing ordinary British regiments—probably also to the European constitution generally as well as that of the native of Hindostan—and in place of extending our barracks to Kowloon, the troops should be entirely withdrawn from it, and whatever protective duty is required there, done by a corps of Chinese, either disciplined as soldiers, or trained as police, and judiciously commanded; the latter being the pivot on which the success of the measure would essentially depend, tact and above everything else control over temper being desiderata indispensable in the European holding disciplinary relations with the Chinaman, especially the native of the south of the empire; the "hit the nigger over the head" style of proceeding, so much approved of by many who reside under circumstances where

the maximum of violence can be indulged in with the minimum of danger, being, with him, a decidedly hazardous familiarity, which sooner or later he will find a way of resenting. If the occupation of Kowloon cannot be maintained without tending greatly to increase the non-efficiency from sickness, which is inseparable—even under the best of circumstances—from the quartering of a British Regiment at Hong Kong, the propriety of retaining a place for which there is no well established necessity, might reasonably be entertained.*

Soldiers, now-a-days, are not only difficult to procure, but difficult to retain on the expiry of their first period of service—in a word, they are too scarce and valuable to admit of being used, either for sanitary experiments in prospecting for new sites for barracks, or as police for the protection of a new and insalubrious commercial settlement—the more so, in extension of one already noted for its dangerous and almost habitually sickly climate. If these remarks, therefore, lead in any way to draw attention to the question as to what really constitutes malaria, it is possible that the expediency of reconsidering the question relating to Kowloon may be recognised; the strong hygienic point urged in its favour—free exposure to the south-west monsoon—being the cause to which I have no hesitation in attributing its marked insalubrity in comparison with that of Hong Kong, and in so doing claim to have pointed out a fact in the natural history of disease, affording valid grounds for a reconstruction of the views at present held respecting malaria—an influence which, were I called on to define, I should say was an undefinable and inscrutable condition of the nervous system developed in certain constitutions by peculiarities of climate, general or local, and not necessarily associated with any other abnormal state; also that its existence may remain unrecognized for indefinite periods, until the nervous systems charged with it are brought in contact with atmospheric conditions possessing a correlative affinity for it—that amongst the most potent of these conditions are strong cool currents of fresh air, the effects of exposure to which, in malarious countries, have hitherto been erroneously identified with poisoning of the blood by morbid influences, the product of telluric emanations, likewise, that the diseased states of internal organs and blood deterioration so frequently associated with the active manifestations (recurrent attacks of fever) of the malarious habit of body, are their effects, and not their causes.

In expressing this opinion, I may be expected to say something about the circumstances which led me, in the first instance to form it, and also of the subsequent observations which have convinced me of its accuracy.

* The main grounds upon which Kowloon was annexed in 1860, was the fallacious idea on the one hand that it would prove a more salubrious site for barracks and hospitals than Victoria, and on the other, that it would probably ultimately be required for commercial purposes; such as sites for warehouses and the like, and as such, prove a lucrative field for building speculations.

Some years ago, consequent on the insalubrity of the Victoria side of Hong Kong, barracks were constructed on the side exposed to the south-west monsoon at a place on the coast styled Stanley, the supposition being, that, from the apparent absence of sources of malaria there, and its free exposure to the sea breeze, the place would prove a sanitarium for soldiers whose health had suffered at Victoria. The contrary, however, proved the case: the men sent there suffered more from typical malarious ailments than they did when on the northern side of Hong Kong, where they were in a great measure sheltered from the pure sea breeze. In the report of the Parliamentary Committee, it is stated with reference to the buildings at Stanley.—“These barracks were abandoned in 1861 on account of their insalubrity, and, from December 1863 to September 1865, were again occupied by small detachments, and by families of married soldiers.” The unhealthiness of the Stanley barracks was notorious when I was at Hong Kong in 1852, and their periodic occupation since is referable to the fact alone, that the cause of their insalubrity, like that of Kowloon, has never been recognized: the attention drawn by me in 1860 to the morbid influence exercised over it by the south-west monsoon having failed to attract notice.

The Moray barracks at Hong Kong consists of three ranges of two storied buildings, raised from the ground on third or arched stories. The first range, or officers' quarters, faces the north, behind it is the first range of soldiers' barracks, and behind the latter stands the second range of the same, in the rear of which are the slopes of the lofty hills terminating in Victoria Peak. From the period of the first occupation of these barracks, it has been a matter of observation and remark, that the back range has been the most unhealthy, as indicated by a larger number of men being admitted into hospital from it, than from the one in front of it, also that the upper story was more unhealthy than the lower one. This was so apparent, that at one time statistics were kept to show how much in excess the sickness was; and some official papers—being extracts from medical officer's reports about Hong Kong—were printed some eight or ten years ago, and sent out to China by the Army Medical Department, in which this relative unhealthiness of the back range of the Moray barracks is specially mentioned, and endeavours made to explain it by such reasons as that, from being nearest the hill slope, it was nearest the supposed sources of malaria, also that the end windows were more exposed to the sun than those of the range in front. The comparative unhealthiness of the range in question, and of the upper story as compared to the lower, was very apparent in 1860 when I had medical charge of the troops occupying the Moray barracks, and I then failed to recognise that which after experience demonstrated as its most probable explanation. At the time in question, I had greater faith in some of the aphorisms of sanitary science, than shortly afterwards a stern

array of facts led me to have, and I attributed the insalubrity of the back range to the fact that the cook houses, latrines and garbage pit had been, very injudiciously I think, placed between the two ranges of barracks; consequently that when the wind blew from the harbour, the emanations arising from these places were wafted into the back range, and, from frequently observing the smoke from the chimneys of the cook houses carried into the windows of the upper story, I was inclined to think that a solution was found for its unhealthiness as compared with the lower one. What I now believe to be the real explanation, occurred to me afterwards, namely, that—as already stated—the range is nearest the mountain slopes, and consequently is the one most exposed to the occasional gusts of southerly wind coming over the crest of the hills and sweeping down the ravines towards the barracks, the most exposed portion of which undoubtedly being the upper story of the back range.

In a diary note made by me on the 22nd of October 1860, referring to a wing of a battalion of Royal Marines that I was on board of ship with from Shanghai to the Peiho, it is stated.—“Out of 260 Marines that embarked four days ago, there are now thirty on the sick list, suffering from ailments such as are usually referred to malaria. The medical officer in charge informs me that the men are now much more sickly than they were while at Shanghai, (where they had been for some months) This apparently injurious result of a change from a malarious locality and comparatively unhealthy atmosphere to conditions of an opposite kind, is quite in accordance with what I have frequently observed, and tends to confirm me in an impression I have formed since returning to China, to the effect that exposure to emanations from badly drained soils, decaying vegetable matter, &c., is not the actual excitant of the train of symptoms familiar to us under the name of an ague fit—the exciting atmospheric cause being generally one of a contrary nature, namely, free currents of fresh air. This statement, no doubt, will seem at first sight paradoxical in the extreme, but it is not the less in accordance with actual facts, and, I believe, admits of the following explanation—namely, that a residence in malarious localities, though not the special exciting cause of the paroxysms of ague, still produces in particular constitutions a lowering of the vital power, characterized by changes of an obscure and frequently non overt kind, which renders the individuals peculiarly susceptible of certain atmospheric influences, which in constitutions thus predisposed, possess the power of generating paroxysmal febrile action, the most potent of such atmospheric agents that I have observed being ordinary fresh breezes. This fact has been noticed particularly at Hong Kong, where invalids sent over from the extreme heat of Victoria to the sea breezes at Stanley, on the opposite side of the island, have suffered more from ague and general sickness than they did at the less (apparently) salubrious locality. An-

other illustration came under my notice lately. The men of the 67th Regiment, while in occupation of the city of Canton, had good apparent health, and freedom from ague, so long as they were quartered in the lower portion of the city, where they were a good deal shut in from the fresh air, but they were no sooner removed to the heights above the city, where they were freely exposed to the breeze than they commenced to suffer from ague, which was attributed to the malaria arising from the rice fields outside the city. The case of the Marines is another illustration. The men are now suffering severely from malarious diseases, where there is no generating agent but that of the pure atmosphere which now surrounds them. Hence, I think it not unreasonable to infer, that a residence in certain atmospheres, whether of the nature usually referred to malaria or not, develops a constitutional predisposition to intermittent fever and other diseases of a periodic type, which predisposition is brought into activity, by meteorological conditions, which, to those in actual health (in other words whose nervous systems are unmalarialized), are not only quite innocuous, but in reality invigorating.* My attention being thus, in 1860, fully awakened to the important part which currents of pure air play as a *bona fide* morbid influence in the development of active malarious disease, I have made the same a special subject of observation and inquiry since, and every year's additional experience has confirmed me more in that belief.

I have now reached a point in my remarks, whereat I may allude to the effects of malaria upon myself. Though repeatedly exposed to it in localities where it was very prevalent, I never suffered from an indication of malarious disease until September 1863. On the 4th of that month I left Shanghai for Hong Kong, having had excellent health during the three years I had been residing continuously in the north of China, and especially so during the last year and a half spent in the particularly malarious district of Shanghai. After I had been a couple of days at sea, and had got a few hundred miles to the south, I began to suffer from a common cold, and by the time I reached Hong Kong, though I had no specific ailment, I felt generally out of sorts. I went about, however, as usual, and, as already mentioned, on the afternoon of the 9th of September crossed over with Dr. Horne from Hong Kong to Kowloon. The same night I had a regular attack of ague; the first time I was ever so affected in my life. The next day I was pretty well and the following one embarked on board the Peninsular and Oriental Steamer for Ceylon *en route* to Calcutta. As soon as the vessel got out into the China Sea, and I was brought completely under the influence of the south-west monsoon, I found myself get daily worse; my general symptoms being typical of those usually referred to malarial poisoning: amongst others pain on one side of the head, coming on daily at the same hour. I eschewed all

* The British Arms in North China and Japan. Page 152.

medical treatment, feeling satisfied that time only and change of atmosphere would restore the balance of my nervous system, which had thus become malarialized. During the fourteen days which elapsed between leaving Hong Kong and arriving at Ceylon, no amendment took place, but no sooner had I landed and got housed amongst the luxuriant tropical vegetation of Point de Galle, than I began to improve, and by the time I left it—a week afterwards—I was in my usual health, and continued so during the voyage up the Bay of Bengal. Shortly after entering the Hooghly however, while sitting on deck about eleven P.M., a shudder warned me that my nervous system had again come in collision with an atmosphere which had upset its natural balance, and by the time I had reached Calcutta, two days afterwards, a form of malarious fever was fully developed, and hung about me for a fortnight. After this I gradually began to recover my health, and in a month was quite well and remained in the insalubrious atmosphere of Calcutta for nearly eighteen months afterwards in excellent health. After that I was exposed to extremes of temperature in the Himalayas, and to the ultra malarious Dooars of Bhotan without suffering in the most remote degree from any form of malarious ailment, results altogether inconsistent with the poisoning the blood theory at present held.

Though the change from the plains of Bengal to Himalayan altitudes ranging as high as 8,600 feet, failed to re-excite malarious disease in myself, I nevertheless had ample opportunities of observing what a powerful influence (during certain atmospheric conditions) it exercised in doing so in others—in reference to which, in a narrative lately published of the Bhotan War, when describing the location of the 80th Regiment at Darjeeling, 7166 feet above the sea, and stated—"On the 15th April 1865, a house overlooking the village of Leebong and immediately above the residence of Cheeboo Lama, was taken into occupation by the officers of the 80th, as a mess house. From the front of it four countries were distinctly seen, namely, Nepual, Sikim, Bhotan and Thibet—in clear weather the snowy range towering in the distance, from east to west, as far as the eye could reach; the lofty snow-clad peak of Kenchinjunga, (28,177 feet) overlooking the whole. At this period, the weather, which, since our arrival (a month previously) had been usually fine and clear, now became damp and foggy. Coincident with this change, the health of the soldiers underwent a marked deterioration. Since leaving Calcutta (on the 23rd February, 1865,) little or no sickness had occurred, with the exception of what took place on the march—now, however, the men began to suffer in considerable numbers from the forms of periodic fever, chiefly ague, which it has been the custom heretofore to identify with exposure to marsh malaria. Now, in the instance in question, the men were as far removed from such an influence as it was practicable for them to be; clearly showing that whatever part residence in malarious

districts may play in conferring a predisposition to fever, what is ordinarily called malaria is not the actual exciting cause of ague fits. The fact as here observed was by no means novel to me, it was only confirmatory of what I have several times noticed before. At the time in question ague became more prevalent in the 80th Regiment than it had been for three years previously; notwithstanding, that the stations it had been in were of the nature much more likely than Darjeeling to give origin to active malarious disease. It must not be supposed that there was anything connected with the circumstances under which the soldiers were either placed at the time, or had been shortly before, which rendered them exceptionally susceptible of the atmospheric influence at the time prevailing, because the civil community were similarly affected. The morbid agent, therefore, was purely atmospheric, and altogether unconnected with local causes, such as those that modern sanitarians endeavour to identify almost every deviation from health with, that suffering humanity is heir to. On inspecting the detachment at Senchal, I found the same prevalence of ague existing there, notwithstanding that the station is nearly 1,500 feet higher than that of Darjeeling. On the 21st of April there was an improvement in the weather, the fogs disappeared, as did also the showery tendency which had accompanied them. With this change there was a corresponding disappearance of ague. On the 24th of the month, however, the fog returned, and with it the disease became as prevalent as formerly. No abatement took place until the weather again became fine, which was not for some twelve days afterwards, and then its disappearance was complete: to my mind, demonstrating the very important part played by the nervous system, as subordinate to altered states of the atmospheric electricity, in the causation of trains of symptoms presenting no cognizable difference from those commonly attributed to specific emanations from marshy soil and rank vegetation. At another portion of the same work, referring to the Terai of Bhotan, or jungle at the foot of the Himalayas, where the Dooars or plains commence, I stated with respect to the Mechi—the race which inhabit the Terai and portions of the Dooars:—

“ At Ballabaree I had a good opportunity of observing the Mechi Caste of countenance which is slightly Malayan, and not in the least Mongolian as some allege it to be. They seemed to me to be more allied to the Bengalee than to any other people I could call to mind, the difference in appearance between them being attributable chiefly to the Malay expression of the Mechi. They are a singular tribe, enjoying excellent health, where other races, dark and fair, sicken and die—while again, they contract malignant fevers when removed from their own locality into districts considered by us comparatively salubrious. They have consequently as great a dread of visiting such places, as we, in common with the Bhotanese, have of visiting theirs. What explanation can our

so-called "Sanitary Science" of the present day offer of a fact in nature such as this? The occurrence of similar phenomena in the history of malarious disease has frequently been noticed by me elsewhere in the East, and allusion to the anomalies connected with it have been casually noticed in speaking of the outbreak of it in Darjeeling under circumstances about as completely removed from what are usually considered malarious influences as it is possible to conceive. In the case of the Mechis, we have the unquestionable fact that they can reside as a healthy and robust race amongst the rankest vegetation and primitive jungle, and when removed from it suffer in exactly the same way as those who have resided in clear and cultivated localities do when exposed to the atmosphere of the jungle. However much we may be wedded to time-honoured medical theories, and epigrammatic explanations of malarious diseases, by referring them to poisoning of the blood by morbid exhalations from the soil or by the gaseous products of vegetable decomposition, I am sure that those who have had opportunities of observing the effects of malaria under varied circumstances of locality and climate, must feel as I do, the difficulty of avoiding the conclusion that there is something connected with it that we have far from fathomed, and that in reality we are completely in the dark respecting its true nature. As far as observation and experience enable me to throw any light on this obscure question, it is to the correlations between the nervous system and the atmospheric electricity that we must look for an explanation of the development of malarious disease in its active and cognisable form. The theory now-a-days entertained respecting the presence of an atmospheric poison circulating indefinitely in the blood, is one failing altogether to account for a great deal connected with the natural history of ague, which is the type proper of ailments resulting from malaria; most other diseases traceable to that source being merely ague occurring under varied guises."

I could continue multiplying illustrations all strongly corroborative of the special dependence of the active manifestations of malarious diseases on causes of a purely atmospheric nature, altogether unconnected with the peculiar conditions which confer on human beings the susceptibility to be so affected by ordinary meteorological influences such as fogs, alteration of the wind and the like. Why a change from an apparently salubrious to a malarious-looking district should be a common cause of ague, has hitherto been supposed to admit of a simple explanation; namely, that the persons thus affected become the victims of malarial poisoning—but why those who have resided in rude health for years in malarious-looking districts should immediately sicken on being removed to a non-malarious one, unquestionably does not admit of being explained in the same way, and yet medical science at the present day has none other to offer, but that based on the theory of blood poisoning by morbid emanations. I hope I have said enough at least to

promote discussion on the subject—one of no ordinary importance, as affecting the interests of the British soldier in many parts of the world where he is required to serve, and I may point out what are the practical conclusions, as affecting Hong Kong, which admit of being arrived at from the views—based as they are on facts—I have brought forward; namely, that, so long as we continue to keep European troops in the south of China, their protection as much as possible from the south-west monsoon, and the cool night breezes should be guarded against, in place of proceeding to carry out more elaborate measures for their exposure to the former; based on sanitary recommendations, which experience has shown to be most unsanitary: as malaria—by the term meaning that undefinable susceptibility to disease which has become identified with the word—cannot be avoided at Hong Kong, the avoiding of all positions, however salubrious they may seem to the eye and to the nose, the occupation of which have been attended by an increased development of malarious diseases should be made an object of special care. The sending of debilitated men to sea also, is a point indicated as calling for a degree of caution which it has not yet been supposed to require. I cannot call to recollection the particular year, but I distinctly remember hearing when I was in China of a ship leaving Hong Kong for England with invalid soldiers, of whom fifty died before the vessel reached Singapore. A change to sea is sometimes beneficial to those suffering from chronic ailments in China, but in a large proportion of cases, especially those of a malarious nature, it is often the worst course that could be adopted; as the statistics of invalid mortality from China will show. For instance, to cite the latest example, out of 338 men from the 2nd battalions of the 9th and 11th Regiments invalided as a result of the sickness these corps suffered from in the latter part of 1865, fifty-nine died on the way to England; giving the very high rate of mortality of seventeen and one-third per cent, or 173 in the 1,000.

I would wish to be understood as not meaning to say that there is, *per se*, anything noxious in the south-west monsoon—that there is not is proved by the fact that to many exposure to it is both agreeable and beneficial; but what I say, is, that certain changes which are wrought in the nervous systems of a very large proportion of those who are foreigners by birth to the climate of China assume an active and mischievous form, when freely exposed to that wind—perhaps more so than by any other meteorological condition in the south of China. As to the remote cause of malaria as far as one can speculate on so obscure a subject, every year's additional experience leads me more and more to identify it with local peculiarities in the atmospheric electricity developing changes, in the human nervous system which predispose it to be injuriously affected by atmospheric influences which otherwise would prove harmless—identifying it with telluric emanations of any kind is a theory

which facts fail to support; for the simple reason, that in localities which have undergone no change whatever, malarial influences display themselves with varying degrees of intensity; some being very prevalent, at other times quite the contrary. The fact that marsh land where ague was once common, has ceased to be so on being drained, appears to me to admit of a different explanation to that invariably accorded it. As already shown, soldiers have been in China for years without displaying indications of malarious disease until exposed to the south-west monsoon on Kowloon; it therefore seems reasonable to entertain the possibility that currents of air blowing over water, in particular localities, are the active agents in developing malarious disease and not the emanations from the marshes as at present believed.

In the course of my remarks on the Kowloon question, it may occur to some that statements have been made by me contrary to the opinion which public expression has frequently and freely been given, to the effect that the expedition to China of 1860 was remarkable as a success in a sanitary point of view—in fact that it was a triumph to the new science of Army health, which was supposed to have been inaugurated as a result of the Royal Commission of 1858 on the sanitary state of the Army, I entertain no such opinion with reference to the expedition in question; being quite unprepared to admit that there was that singular immunity from serious disease and mortality which some imperfect statistics that fell into the hands of newspaper correspondents led the public, and I may say the Government also, at the time to believe. These were the daily per centages of sick amongst the men actually serving in the field and had no reference to the sick that had been left behind. Consequently, a regiment on field service might have only three or four per cent sick of its effective strength at the time, but in reality twice or three times these numbers if the sick that had been sent away were included. The medical returns of the expedition give no support whatever to this impression of singular sanitary success—on the contrary, at page 107 of the “Statistical Sanitary and Medical Reports of the Army Medical Department,” for the year 1860, it is shown by a tabular return, that during the six months extending from the beginning of May to the middle of November, 1860, (the period over which the expedition extended) the average strength of the European portion of the expeditionary force amounted to 8,927 men, the hospital admissions during the same period amounting to the large number of 8,511, and the deaths to 189, exclusive of 32 men who had been killed in action or had died of their wounds—247 men also had been invalided. The admissions into hospital were thus at the rate of 952 in the 1,000, and the loss by deaths and invaliding 21 and 27 per 1,000 respectively; giving as an annual average, a really very high rate of sickness, mortality and invaliding; the numbers quoted, it must be remembered, referring only to half a year. These figures, I may add,

refer only to the expeditionary force that went to the north of China, and are exclusive of 7,058 admissions into hospital and 139 deaths that occurred out of a strength of 2671 men (Europeans) in the south of China during the twelve months 1860.*

That the last expedition to China was unattended by that extreme sickness and loss of life which characterised the first one can be readily understood, the circumstances under which the two were placed differing widely. In 1842 the men were exposed to all the deteriorating influences not only of long sea voyages in crowded sailing transports, but of subsequent confinement on shipboard during the operations of the war—predisposing causes of disease to which the soldiers of the expedition of 1860 were not exposed; the whole force, with the exception of the two Armstrong batteries and the Military Train from England, the 1st battalion of the 2nd Regiment from the Cape, and the 2nd Battalion of the Royals from Hong Kong, having been sent from India either in steamers or towed transports; moreover, the men were subjected to no protracted residence on shipboard, having been landed within brief periods after coming into port. The various regiments were weeded of all their sick and non-effectives prior to leaving India, and were made up to their full strength by seasoned soldiers—picked men who had volunteered from other corps, and who, before being allowed to join, underwent strict medical inspection. Prior, again, to the force embarking at Hong Kong for the north of China, it was carefully weeded of all the men who had become sick or weakly since their arrival, also of drunkards, bad characters, and in fact of most of the men, who, in the opinion of commanding officers, were not likely to prove thoroughly effective soldiers on a campaign. Each regiment left behind a *dépôt* composed chiefly of these men, which depôts were formed into a provisional battalion, over 800 strong, to garrison Hong Kong during the absence of the Royals with the expeditionary force. Of this *corps d'élite*, at the time of its formation, nearly one third was under medical treatment in the shore hospital, and on board the "Princess Charlotte" and "Hercules," both of which line of battle ships were then used as Military hospitals.

* At page 334 of the Report (abridged edition) of the Royal Commission on the Sanitary State of the Army in India, an eminent sanitary authority states— "When our troops went into a notoriously unhealthy district in China, they were not placed in hill stations. They were properly managed, and their sanitary condition provided for; and they had no larger proportion of "constantly sick" than the troops at home." The above statistics I trust will show how erroneous this conclusion is, and I may add that they by no means convey an accurate idea of the extent to which sickness prevailed; a very large number of men having received medical treatment without appearing as hospital admissions; in place of so doing being denominated "attending hospital" or "casual sick;" under either of such circumstances they do not appear in our Army Medical Statistics—one I may say, of many fallacies, which pervade them. As illustration of mortality in the south of China in 1860, writing from memory, I think I am correct in stating that the 77th Regiment alone, while at Canton during the months of August and September, lost by deaths between 50 and 60 men.

The expeditionary force therefore sailed from Hong Kong in a thoroughly effective state for Talien Whan Bay. During the month that it was there, notwithstanding the remarkable salubrity of the climate of this part of Manchuria, the sick so rapidly accumulated that previously to the fleet sailing for the Peiho on the 26th July, 1860—as already alluded to—the European force had to be weeded a third time to the extent of several hundred men who were left behind at Talien Whan Bay, partly on shore, partly on board an additional hospital ship, (the “America”) that was specially chartered for the purpose. During the few days that elapsed between the fleet anchoring off the Peiho, and the expedition landing at Pehtang, all the fresh cases of sickness were sent to the hospital ships attached to each division of the Army—also the cases of sickness that occurred during the twelve days the force was detained at Pehtang. Thus it will be seen that the expeditionary force took the field on the 12th of August 1860 under propitious circumstances such as it is improbable ever occurred before in the history of an invading army. Four large hospital ships the Mauritius, Sir William Peel, Melbourne and Lancashire Witch lying at anchor in the gulf of Pe-chee-lee within convenient distance of the shore, enabled these to be continued, and accumulations of sick with the force in the field was prevented. In addition to these extraordinary advantages, the campaign was a very brief one, and had the good fortune to be completed during a “healthy season”—had it occurred during the summer of 1862, results more disastrous probably than any connected with the expedition of 1842 would have been now on record.

In the North of China campaign of 1860, special sanitary interference was simply unpracticable after the landing at Pehtang, and the fact of the Army being accompanied by a medical officer whose sole duty it was to contend with nuisances and carry into effect sanitary reform, became a common subject of mirth in the force—so hopeless would his labours have proved had he attempted to put sanitary aphorisms into practice by interfering with local impurities, which, however, he judiciously abstained from doing; the more so, as the sanitary paradox was apparent to every one, that amongst the foulest of odours arising from every species of animal and vegetable decomposition, the men were enjoying an immunity from sickness, to which they had been strangers when living in the pure and all appearance salubrious atmosphere of the shore of Talien Whan Bay, where they were freely exposed to the sea breeze.

From remarks which I have here and there made in the course of the preceding observations, it will be seen that I am by no means inclined to underate the importance of sanitary science as represented by such common sense precautions as the avoiding of over-crowding, of bad ventilation and of certain defects in sewerage, (foul drains,) paying due attention to diet, and selecting when

practicable a healthy or comparatively healthy locality in preference to an unequivocally unhealthy one (Kowloon for instance)—at the same time, with a strong original bias to the contrary, I regret to say that facts have forced the conclusion upon me that the sanitary science of the present day is aiming at a control over disease beyond that which it is probable it will ever attain; those whose faith in it exceeds their practical acquaintance with the circumstances under which either health is enjoyed or epidemics occur in distant parts, entertaining an exaggerated confidence in its powers, that I fear will end in disappointment and probably the expenditure of large sums of public money which might have been applied to some more intrinsic and less chimerical hygienic purposes, than endeavours, by colossal undertakings directed towards altering the natural relations existing between locality and atmosphere, to avert epidemic visitations—in other words to paralyse the hand of Providence.

That much can be done for the preservation of the ordinary health of soldiers by the hygienic measures I have mentioned, admits of no doubt, but I am sorry to say that the utmost attention to them will not ward off those fearful visitations of epidemic disease, which constitute the main cause of the mortality amongst our soldiers in the East. I am willing, however, to concede the possibility that due attention to them, may, in course of time, confer improved powers of constitutional resistance on soldiers, and thus enable them more successfully to combat epidemic influence than they have heretofore done, though I confess that I incline more to the opinion that the only permanent modes of effecting a *bona-fide* sanitary improvement in our Army, will be found in the first place, so to improve the position of the soldier in reference to service, pay and pension as to induce a better class of men to enlist than do now, and in the second place to improving the hygienic condition—by the term meaning counteracting as much as practicable the physical evils of poverty—of the classes generally from which soldiers come, so that a more healthy enlisting population may be gradually growing up. Experience extending over a somewhat wide field has left the impression on my mind that the hope to confer by sanitation new and improved constitutions on men who have been born with bad ones, and who are destined by nature to be short lived, is as little likely to be realized, as the hope to get a cheap and indifferent watch to keep chronometer time—by care and constant repairing, it may be made to go pretty well for a limited period, but it will never become a good or sound watch—such, it is my belief, is the relation in which sanitary science now stands to a large proportion of the men who enter our Army.

In conclusion, I may remind the reader of the diary jotting made by me at Shanghai on the 8th October 1862; the re-perusal of which upwards of four years afterwards suggested a text for these remarks. The comparative salubrity of Hong Kong that year was

specially apparent—not so, however, was that of Kowloon. At the time in question, it was not in occupation by any large number of troops for prolonged periods, but detachments were sent over temporarily for rifle practice, and many of the men while there, were attacked with intermittent fever, who had been free from the disease at Hong Kong. The cause, to me, is not difficult of explanation, as the following notice of the position of the barracks in the Army Medical Report for 1862, will show.—“The huts are distinguished as the south and north barracks; the former situated along the brow of a good elevation immediately above the sea, have been given a south-west aspect, and nothing intervenes to interrupt the free course of the prevailing winds, tempered in their passage over a large belt of sea. At the north extremity of this range of huts stands the hospital establishment, although not on the brow of the hill as it has happened, yet on elevated ground.” The reader will observe the care which has been taken in the construction of the barracks to bring them directly under the full influence of the south-west monsoon, therein lying the whole secret of their insalubrity as compared with that of the barracks on the northern side of Hong Kong; as also, why the latter have proved more healthy than those at Stanley on the southern side of the island, and I may add, why residence in hospital at Hong Kong has proved more propitious to the sick than their removal to the sanitarium on Victoria Peak 1776 feet above the sea, and the position of which is thus described in the Report for 1862 I have just quoted from.—“The small experimental sanitarium on the Peak faces the south-west, is built on a piece of ground artificially levelled, and is placed about thirty feet from the edge of a deep ravine sloping away to the south-west. The building stands about sixty feet lower than the highest point of the Peak, and is sheltered by it from the north-east and north-west winds. On a clear day, the position commands a magnificent sea view of about sixty miles. The temperature of this elevation is stated to be nearly ten degrees of Fahrenheit below that of Victoria, the garrison town.” The same care is apparent here with reference to a south-westerly exposure, and no doubt will be the same in respect to the new barracks erected, or about to be erected at Kowloon. As the evils, therefore, attending this exposure during the hot and sickly period of the year in the south of China have failed as yet to be locally recognized, it remains to be seen how long our soldiers are to continue to be exposed to that, which, in a large proportion of instances, constitutes a *bona fide* morbid influence; because sanitarians hold a theory in favour of the south-west monsoon, and attribute to other causes the deterioration in health which has occurred in connection with it—the supposition that the purest form of fresh air can ever prove injurious appearing too preposterous to admit of being entertained, to say nothing of its seeming subversive of the fundamental doctrine of their science. Facts, however,

are stubborn things to deal with, and however much sanitarians may be convinced that cool and pure breezes are amongst the best of conditions to which British soldiers can be exposed, the reader may rest assured that there are very many circumstances of service under which soldiers are placed in the East, when these apparently salutary influences become most potent agents in developing and aggravating malarious disease; and of which I can cite no more apposite illustration than the military occupation of Kowloon, based on its exposure to the south-west monsoon.

Postscript.—Since closing these remarks, I have had an opportunity of perusing the Army Medical Report for 1864, wherein at page 298, it is stated, by the head of the sanitary branch, with reference to the 99th regiment and its location that year at Kowloon that. "The surgeon of the regiment at Hong Kong in 1864, says, 'fevers almost disappeared, and the sick list was at the minimum of what it has ever been in China; and this improved state was during the three most trying and unhealthy months of the year, viz., July, August and September.' On the 16th September, the 99th Regiment was moved to Kowloon, and he says, "It may also be remarked that from the day the regiment was ordered to Kowloon, quinine (four grains) were given daily to every man as a prophylactic; but with such exciting and fever producing influences there existing, even the exhibition of such large doses had little effect; for by a return completed from the 1st October 1864, up to January 1865, it was found that only 91 men of the Regiment out of the strength (568) stationed there, had not been attacked with some miasmatic disease during that period.'" Yet the Government is told by the Parliamentary Committee that up to 1865 the healthiness of Kowloon has not been sufficiently tested.

A FEW ADDITIONAL NOTES ON THE HISTORY OF MILITARY COSTUME.

Among the 'popular errors' which are occasionally met with in regard to sundry minor details of Military history, is one which has been apparently overlooked by the author of the interesting articles on the 'Red Coat,' lately published in the *United Service Magazine*, and of which the writer of the present paper has been unable to trace the source, viz., the belief which not uncommonly prevails, that the red facings worn by certain infantry regiments were originally a mark of degradation—that the corps in question were, in fact, at some period or other, *deprived* of their facings for alleged misconduct in the field.

The writer remembers an amusing instance in point, in a leading provincial paper, a good many years since, which informed its

readers in reference to a gallant corps stationed in the neighbourhood, "that it was, perhaps, not generally known (!) that the regiment had at some early period been deprived of its facings for imputed misconduct in the field," and then, after a panegyric on its subsequent gallant deeds, it was added: "So proudly is its present costume cherished, that when a certain exalted personage recently expressed a wish that an alteration should be made in the uniform, the regiment earnestly requested to be allowed to retain the costume it had worn on so many hard-fought fields." The story, it must be observed, was well told, free from the palpable improbabilities which are generally observable when non-professional paragraphists condescend to enlighten the public on matters Military, and withal was *intended* to be *highly complimentary*. The only drawback was that the story had not a vestige of foundation in connection with the corps referred to, nor as far as the writer of the present pages is aware, in regard to any other existing regiment thus costumed.

The question was also put by an anonymous writer in the pages of 'Notes and Queries,' some time since, but although a good many answers were given by various correspondents, no cause was assigned as the origin of the idea, which is, we believe, as we have already stated, not uncommon. It can hardly, we think, be referred to the practice of stripping the facings, in common with the lace buttons and other appurtenances, from the uniform of a soldier discharged with ignominy, but is more likely traceable to some forgotten usage, or to some incident in Military history, which has escaped the notice of recent writers; and in this belief the writer commends it to the attention of those who have greater facilities of reference than are at present at his command.

It may be remarked that facings of the colour of the coat were originally worn by the 41st when an Invalid corps, and by the Sussex Light Infantry, as well as by the corps still retaining them, and also by several of the Native Infantry regiments of the late Indian Army.*

In some regiments, too, at the commencement of the present century, the regimental facings were worn on the *dress* coats only, the undress facings being *red*.

If we are not mistaken, the 4th 'King's own,' who in full dress then wore dark blue *velvet* facings of *unusual width*, in undress wore *red* only; and we remember the same fashion being adopted with the fatigue jackets of another Royal regiment, in the West Indies, many years later.

Having referred to undress uniform, we may mention that the *blue* undress frock, which, after having been repeatedly set aside and re-adopted, now appears likely to be permanently superseded

* The writer has been told, although he is unable to vouch for the accuracy of the information, that certain native regiments of the late Company's army were thus deprived of their facings as a punishment, early in the present century.

by the far more serviceable patrol-jacket, would seem to possess a respectable antiquity.* A regimental order of the Coldstreams of as early a date as 1705 (see Grose), directs the officers to appear on a certain parade in dress hats, *blew frockes*, scarfs, gorjets, buff gloves, and square toe'd shoes.

Blue frocks were worn by the musicians of the Guards at this time (James' Dictionary). In all the varied forms in which it has been worn in later times, none to our ideas were more soldierlike than the single-breasted coat with gilt shoulder scales of twenty years ago, which, if the frock be retained, we would gladly see re-adopted. Shoulder scales of chainwork, somewhat similar to the straps of the wings formerly worn by the officers of light infantry regiments, the writer has always thought would be a serviceable and tasteful adjunct to the present costume both of our cavalry and infantry; and this opinion is seemingly confirmed by recent experience. In Lieut. Hozier's interesting account of the 'Seven Weeks' War,' in which the experience of actual warfare appears to specially refute all the predictions of the over-sanguine theorists of the last few years, as to the influence of musketry and the future inutility of cavalry:† we find that one result of the campaign was a conviction on the part of the Prussians, that the *epaulette*, far from being a useless incumbrance, was a most useful defence for the shoulder against sword cuts: and even the much-condemned cuirass, we learn, found many admirers.

There is, however, one point in the costumes of our cavalry, as it now exists, which we cannot help noticing, as it appears to have

* The practice of wearing blue coats on St. George's day was long fashionable. (See Brande's 'Antiquities,' Vol. 1.)

† "The experience of this campaign has taught that needle-guns and rifled artillery have no more driven cavalry, and even heavy cavalry, from the field of battle, than they have from the theatre of war; but it has been found that in the shock of squadrons, light men and small horses must go down before the shock of stouter assailants. The Prussians found that in future, cavalry must be formed and equipped so as to allow strong troopers to be brought into the field; but strong troopers ride heavily, and heavy loads tell fearfully on the line of march; so to secure power in the charge with rapidity of movement, the dead weight which cavalry horses now carry must be reduced almost to nothing, and the horse must be required to bear little more than the rider, his arms, his cloak, and a light saddle. Valises will have to be carried in waggons in rear of the regiment." (Hozier's 'Seven Weeks' War.) Apropos to this portion of the subject, the writer must confess it has always been a source of wonder to him why the weight of cavalry equipments has not been reduced long since?

Most officers—all who are sportsmen—know well the amount of wear and tear which good, London-made saddlery will and does endure in the hunting field and the bivouac in India, and other trying climates. Would it not be worth while to supply like materials to our cavalry corps? The requisite difference in patterns cannot surely demand the extravagant difference in weight, quality, and quantity of material used in every article, large or small, from the saddle complete to a curb-chain or a mouthpiece?

Again, as to the cloaks. In these days of 'waterproofing,' is it not possible to provide some covering for the dragoon and his horse, lighter than the old-fashioned cloak, the most remarkable quality of which, next to its weight, is its power of absorbing wet, and thus increasing in weight to an indefinite extent?

been hitherto overlooked by military critics—we mean its distinctiveness of outline when compared with that of the principal continental armies, a merit which, perhaps, is due to chance rather than intention, but which it unquestionably possesses to a certain extent at present.

In the 8th Vol. of the ‘Wellington Despatches,’ just published, page 378, we find the great Duke’s opinions on this point, expressed in terms the plain sound sense of which must be apparent to all who have had the slightest acquaintance with outpost duty. We quote the letter *in extenso*.

“My dear Torrens,

“I hear that it is in contemplation to alter the clothing, caps, &c., of the Army. There is no subject which I understand so little, and abstractedly speaking, I think it is indifferent how a soldier is clothed, provided he be forced to keep himself clean and smart as a soldier ought to be.

“But there is one thing I deprecate, and that is, any imitation of the French in any manner.

“It is impossible to form an idea of the inconveniences and injury which results from having anything like them either on horseback or on foot. — and his picquet was taken in June because the 3rd German Hussars had the same caps as the French Chasseurs à Cheval, and some of their Hussars; and I was nearly being taken on the 25th September from the same cause.

“At a distance, or in action, colours are nothing; the profile and shape of the man’s cap and his general appearance guide us; and why should we make our people look like the French?

“A cock-tailed horse is a good mark for a dragoon if you can get a side view of him, but there is no such mark as an English helmet;* and as far as I can judge, it is the best cover a dragoon can have for his head.

“I mention this, because in all probability you may have something to say to these alterations. All I beg is, that we may be as different as possible from the French in everything. The narrow-topped cap† of our infantry as opposed to their broad-topped caps are a great advantage to those who are to view long lines of posts opposed to each other.

“Yours, very faithfully,

“Col. Sir H. Torrens.”

“WELLINGTON.”

But this, perhaps, is somewhat of a digression from the original purport of our Notes.

It is by no means an easy task to trace the badges and uniforms of our Army during the latter part of the last century, more

* Referring to the old pattern light cavalry helmet, which is figured in the portrait of the late Lord Combermere in the 1st Vol. ‘Combermere Correspondence.’

†The high, narrow-topped felt hats with a short straight feather and black cockade, adopted in 1800, from Prussia, and discontinued in 1813.

especially those of corps no longer in existence; seeing that this sort of information was not then considered a necessary adjunct to the *Army List*. Neither are the observations of contemporary writers always very clear, as in an instance which has just come opportunely to our hand in a 'London Review' of 1762, evidently intended to be peculiarly pungent, but of which we must leave the reader to find the points it being beyond our capabilities.

"We do not wish to be thought disloyal," (says this 'Saturday Reviewer' of a hundred years ago), "but when we see the men of the newly raised infantry with the buttons of their hats bluff before, and their white worsted tags flying in the wind, we are invariably reminded of the French dancing figures." (?)

The arms of the peerage (extinct titles included) supply us with a few materials for this portion of the subject, which we believe are not to be found elsewhere; for example, the two Grenadiers with their firelocks 'planted' (of the Reay Fencible Infantry), the supporters of the Reay arms, are probably the only existing representatives of that corps: so also we might look some time perhaps for another portrait of a Grenadier of the 60th Royal Americans, as in the arms of the Lake family. The Sepoys of the Indian Army, who figure in the arms of Lake and Harris, in the quaint, old-fashioned costume of red short-waisted jackets and heavy cross-belts, the waist-cloth in lieu of inexpressibles, and the strange blue caps, the abolition of which caused so much trouble, may be found in some old Indian views and scenes, as in Sir R. Kerr Porter's 'Seringapatam,' but save perhaps in some family portraits, we question if any representation of the old 18th Irish Hussars exists besides the supporters of the Londonderry arms; and we are pretty certain that there is none of the brave old orange-breasted 20th Light Dragoons, besides the crest of the Combermeres, which, by the way, is curiously provided with the legend 'Salamanca,' an action in which the corps was not present. In the arms of the Vereker family, we find the flag of the Limerick Militia borne in remembrance of the surrender of Hoche's force in 1798, depicted in the form of a cavalry guidon (?) Can any of our readers tell us when colours were first allowed to Militia corps, and if this pattern was ever used? Possibly it is a mistake of the heraldic artist.

Having come to the subject of colours, we will bring our Notes to a close, by noticing the badge established as an order of merit in the old 97th Regiment,* which has hitherto remained undescribed among Military badges and devices.

This badge purported to be a representation of the colours of a French regiment (inscribed Trevisa, Lodi, &c.,) which was captured in the action of March 12, 1801, before Alexandria, by a pri-

* Raised in 1798, as Stuart's, or the Queen's German Regiment; served in Minorca, Egypt, and Ireland; numbered 97th in 1802; served in 1808 and 1809 in the Peninsula in the Light Brigade; renumbered as 96th when the Rifle Brigade was taken out of the Line; and disbanded as 96th at Limerick in 1818.

vate of the 97th. A claim to the capture was made by the 42nd Highlanders, but after a tedious inquiry, the right was allowed to the Queen's Germans (afterwards 97th), the finder being permitted to wear a representation of the colours, within a wreath of laurel, on his right sleeve. The badge was afterwards adopted as a regimental order of merit, and directed to be embroidered on the left breast of the coat. Who the subsequent recipients were we cannot tell, but the flag (which we have been told is now at Kilmainham) ? was at one time borne by the regiment as a third colour.*

INDIAN FORESTS AND GARDENS.†

Many of the forests of our Indian Empire are doubtless not wholly unfamiliar localities to a large proportion of the readers of the *United Service Magazine*; but the economic value of these vast tracts, and the judicious measures for their conservation and improvement which have been successfully carried out by the Indian Government chiefly amidst the troubles and turmoil of the last twenty years, are subjects which, we venture to think, may be novel to many.

Besides its deep importance in a maritime and commercial point of view, the supply of timber materially affects the development of means of communication, upon which, it is admitted by writers of all classes, our military future greatly depends: the subject is thus additionally invested with a degree of professional interest which has induced us to lay a few brief details before our readers.

It must be observed that the number of varieties of timber trees in India, available for constructive purposes, is limited; being restricted to such as are comparatively proof against the ravages of insects, and the varying climatic influences of a tropical region, and which alone are suited for engineering purposes.

Foremost in the latter class, is the well-known "teak," so called by Linneus, from its Indian name 'Tekka,' (*Tectona grandis*): a lofty, straight-stemmed tree, with broad spreading leaves, which have been likened by Hindû poets to the ears of the elephant, and thickly clustering blossoms of white flowers. It is a native of Malabar and the Kingdom of Siam, but may now be met with in most parts of India; it possesses, however, this peculiarity, that whilst in mountainous districts, well-formed, column-like trunks

* A 3rd colour (sea green, the original facings of the regiment), is, we believe, still in possession of the 2nd (Queen's), although it has not been used for parade purposes for more than a century.

A French tri-colour was at one time thus carried by the 5th Fusiliers, and is, we believe, still in their possession.

Third colours are in possession of the 74th and 78th Highlanders; trophies of Assaye. An additional standard was, we believe, carried by the late 19th Lancers, and a third colour by the old 94th Scots Brigade, for the same action.

† Progress Reports of Forest Administration in India, 1863-4-5.

are found often exceeding two yards in girth, and fifty to sixty feet in height at the first branch; in the plains, the growth becomes extremely irregular; the trunk retains its powers of development, but loses its cylindrical contour, and thus presents many difficulties in the processes of 'conversion.'

The teak is said to attain maturity in about eighty years, but it is often found of greater age; specimens have been met with exceeding 150 feet in height.

The wood of the mountain-grown trees is most valuable, being tough, easy to work, and capable of resisting alike the attacks of insects, and variations of temperature. The most durable of all woods, it is difficult to over-estimate its importance to the naval architect and the engineer.

Forests of this tree cover considerable portions of the Neilgherries and the contiguous ranges running parallel to the Coast of Malabar; they also clothe the vallies of the Sittang and Irrawaddy in British Burmah, where they cover an area of 2,400 square miles, an extent about equal to that of the county of Lincoln.

The teak flourishes as far north as the 21st degree of north latitude; it is also met with in Ceylon, Java, and some of the other islands of the Indian Archipelago.

Attempts have also been made to naturalize the tree in some parts of Africa; notably in Algeria, where, we have been informed, the Botanic gardens possess some fine specimens.

Next in economic value to the teak, we should, perhaps, place the Sandal-wood tree, (*santorium album*), of which, however, as it is not used for constructive purposes, we need not here say more. Among others valuable to the architect and engineer, the 'Saul' or 'Sâl' (*Shorea robusta*,*) one of the botanic family of diptera. carpa, a tree attaining to a vast size, and producing a wood tougher than teak, which has been greatly used for Artillery carriages, and more recently, in very large quantities, for railway sleepers and telegraph posts. This tree, which, under favourable circumstances, grows with great rapidity, is found from the banks of the Saone, (which flows into the Ganges near Patna,) to those of the Godavery. Fine forests also exist at the foot of the Himalayas, and in the tributary vallies of the Ganges and Bramahpootra.

The 'poon' (*callophyllum angustifolium*), and the 'jarrol' (*inga xylocarpa*), trees of great size, possess economic values probably well known to most of our readers who may be acquainted with India.

The sacred fir (*abies deodera*), and the lofty and long-leaved pines (*pinus excelsa* and *pinus longifolia*), are also valuable trees, often attaining large dimensions, of which there exist very extensive forests, particularly in the basin of the Sutlej.

The black-wood, (*dalbergia latifolia*), the rose-wood of Madras,

* So called after Sir J. Shore, afterwards Lord Teignmouth.

the bois noir of Mauritius, and the old French settlements, the jack or bread-fruit tree, the caoutchouc, the 'ficus elastica,' and several others are also of considerable importance.

Besides the forest trees, there are, however, numerous vegetable growths of lesser magnitude, which form the wide spread and oftentimes impenetrable cover we are accustomed to describe as 'jungle,'* even these tracts, the haunts of the wild elephant and the tiger, the lurking places of the deadliest serpents, the breeding places of pestilence, are not altogether destitute of value; many of the plants furnish materials for the distillation of vegetable oils and dye-stuffs, while the multifarious applications of the never-wanting bamboo, are too well known to need more than passing notice.

In India, as elsewhere, the forests have suffered cruelly from various causes; not alone at the hands of the native tribes who have successively possessed the land in times past, but from Europeans, who, for years, have consumed enormous quantities of timber, without giving a thought to the possible exhaustion of the supply in days to come.

"The preservation of timber forests," remarks a recent continental writer, "is a point which is seldom regarded by newly arrived settlers, who never think of the future, until scarcity makes itself felt, when it is often too late to remedy past neglect."

Even since the conservation of the timber supply has attracted the attention of the Government, the destruction of trees for railway purposes has been incredibly great, and thousands of the most valuable trees have been uselessly and aimlessly wasted.

Another cause of destruction has been the forest fires—whether originating in the neglected camp-fires of wayfarers, or by spontaneous combustion, arising from the friction of the flinty joints of the bamboo, or, which we think more probable, in the native practice of burning off small portions of the forest at certain periods of the year, to save the trouble of clearing the ground for sowing—and which, even where they do not destroy the trees themselves, serve to stunt their growth, by the destruction of the branches and the scorching of the roots.

To these causes we must add the spread of the coffee-plantations, and, above all, the native custom just referred to, which subsists in every part of India and Burmah, of clearing off small portions of wood and jungle yearly, to receive the scanty crop of rice and millett on the first appearance of the rains; a custom so deeply rooted, that it has been found impossible to prevent it; the authorities having to rest contented with measures to prevent injury being thus done to the more valuable trees and shrubs.

Apart from considerations of an economic nature, the presence of a certain amount of timber is of the deepest importance, as af-

* 'Jungle' is, we believe, a corruption of the Hindustani 'djangal,' literally a 'waste place.'

fecting the water supply of the country; and thus in turn influencing the means of irrigation on which cultivation here so greatly depends, and the utility of the canal systems, which have of late been so widely extended, and in many districts have so materially facilitated the movement of troops and the passage of stores.

It has, however, been only within the last few years that a special service has been organized for the purposes of forest superintendence.

The recruiting of the 'personnel' of the department has hitherto presented considerable difficulties.

The subject of arboriculture has been altogether neglected in India, and thus persons combining the requisite amount of knowledge with a due degree of proficiency in the native dialects, are few in number; moreover, the duties are arduous, and often extremely unhealthy.

It has, we believe, been recently determined to meet this difficulty, by opening a certain number of appointments to foreigners, 'élèves' of the scientific schools of France and Germany, who, after passing the requisite preliminary examination, are required to devote themselves to a special course of study before proceeding to India.

A few years since, Dr. Brandis, the Inspector-General of Forests, made a tour of a considerable part of the Continent, visiting the principal European forest countries, and familiarizing himself with the details of forest management pursued in each.

Subsequently, in 1865, a code of regulations was promulgated by the Indian Government, giving certain powers to the local authorities, which, it is hoped, may in time lead to a uniform system of culture and management.*

The following details will give some idea of the method now observed.

It is generally allowed that in about ninety years the teak and the other most valuable trees attain full maturity, and are ready for cutting. To prevent the destruction of trees of a shorter growth; as the depths of the forest are gradually opened out, their trees are divided into four classes:

The 1st, including trees 6 feet in girth, and over.

2nd,	"	4 feet	"
3rd,	"	3 feet	"
4th,	"	all of smaller dimensions.	

* A very important point, which will be secured by this supervision of the sources of the supply, appears to us to be the facilities it gives to the engineer to select not only good timber, but timber of **UNIFORM QUALITY** for any particular work.

The elaborate experiments on the elasticity and transverse strength of Indian timber, carried out by order of the late East India Company, and referred to in the Enc. Britt. Art. Timber, were confessedly very imperfect from the impossibility of ascertaining 'the age, size, time of felling of the trees under comparison, and circumstances under which they had been placed after they were cut down.'

A period of twenty-four years is allowed for the felling of the trees in the 1st class, at the expiration of which period, those of the 2nd class which have attained the requisite dimensions, are turned over to the 1st class for a like period, and so on. Thus in ninety-six years, the whole of the trees in the forest will have been rendered available. According to this arrangement, 1-24th of the trees in the 1st class should be felled annually, but to economize time and trouble, all the trees to be felled during six years, (*i.e.* one-quarter of the trees in the 1st class,) are marked at once. At the expiration of this period, another like portion is marked. The marking consists of the double operation of 'branding' and 'girdling,' the latter being the formation of a circular incision near the root, so as to arrest the flow of the sap, and thus to secure the dryness of the timber when it is cut.

Trees which are thus 'seasoned,' while still standing, are said, however, to be much more difficult to fell.

While these operations are in progress, the roads, tramways, &c., required to give access to the timber, and facilitate its conveyance to the nearest water course, are also constructed.

Machine saws have been proposed to save labour in felling, but the difficulty which attends their transport from place to place appears at present an obstacle to their adoption; and the operations are still carried out by natives.

After being roughly squared, the timber is conveyed by bullocks or elephants to the nearest water, whence it is floated in rafts to its destination. As in Ceylon,* the labour of the elephant appears specially valuable in these operations.

Of the local wants which our Indian forests have to supply the most important is the demand for timber for the public works—the railways and lines of telegraph more especially. The railways, as we have already remarked, have caused an enormous consumption of wood, and have contributed greatly to the exhaustion of the supply.

For example, taking the length of the lines in operation in the Madras Presidency at 1,150 miles, and allowing 1,760 sleepers per mile, 2,040,000 sleepers would be required, which, with an average duration of eight years for each sleeper, would necessitate a supply of 250,000 sleepers, or 35,000 trees annually; a demand which the

* "The work in which the display of sagacity renders his labour of the highest value, is that which involves the moving of heavy materials; and hence in dragging and piling timber, or in conveying stores for the construction of retaining walls and the approaches to bridges; his services in an unopened country are of the greatest importance.

"An elephant appears on all occasions to comprehend the purpose and object he is intended to promote, and hence he voluntarily executes a variety of details without any guidance whatever from his keeper. This is one characteristic in which the animal manifests a superiority over the horse; although an elephant's strength in proportion to his weight is not so great as that of the latter."—'Wild Elephant in Ceylon,' by Sir. E. Tennant, Bart., p. 161.

local forests would certainly appear inadequate to meet permanently.

Means of increasing the durability of the timber thus employed, have naturally been much in request. It was at first sought to attain this result, by using none but the best and driest woods, and by avoiding the contact of pieces of timber of different kinds—experience having shewn that in these cases the harder of the two materially affected the deterioration of the other.

These methods have, however, now given place, as in Europe, to the practice of 'kyanizing' or 'burnettizing' the timber, which have the additional advantage of protecting the wood against the ravages of different kinds of insects, of which the white ants, (termites,) and the saw-flies, (xylocarpa,) appear the most formidable.

Very little is really known of the myriads of insects which swarm in the depths of these forests; but when we bear in mind the destruction which has been wrought by accidentally imported colonies elsewhere, we would fain hope that the subject may receive more attention than it has hitherto done from those practically concerned in our public works.*

The supply of wood for the purposes of fuel has also received due consideration.

Strange as the fact may appear, the want of fuel has already made itself felt in certain districts, in many of which the natives have been reduced to the use of cow-dung dried in the sun. While the supply was abundant in the neighbourhood of the towns, it was consumed without let or hindrance, but, little by little, the jungle disappeared before the spread of the coffee and tea plantations, and it was found necessary to take measures to preserve at least those portions, which, from their position, seemed fitted to supply the wants of the great centres of population.†

The collectors of the different districts were enjoined to reserve certain portions of jungle which should appear to them suitable, and to permit a certain portion only to be cut in each year, so as

* In the proceedings of the Entomological Society for last year, (1866,) an account is given of the extraordinary ravages of a small ant, introduced in St. Helena, from the West Coast of Africa, some twenty years back. James Town is described as devastated by this insect, all the wood work of the Cathedral, of the library, and of the whole town, has been devoured. In their feast of books it was noticed that the insects first attacked Theological works, probably from their being less often disturbed than others. The only wood they do not eat is teak, but they will bore through it to reach other wood behind it, suited to their taste. Even tin cases are no protection if they become spotted with rust, for the ants at once form an entrance at the spots, and destroy the contents. At present the ravages are confined to James Town, but if not checked, they will probably spread throughout the whole island. (Proc. Ent. Society, 1866)

We may also advert to the ravages which are admitted to have been caused in the French Dockyards, by some colonies of termites accidentally introduced some short time since.

† The consumption of fire-wood in the city of Madras, with a population of 700,000 souls, is said to amount to 100,000 tons annually, the whole of which is furnished by the neighbouring jungle.

to allow the shrubs to attain a sufficient size, (eight years has been found enough for this purpose). The other portions of the jungle are left in the hands of the ryots, on condition of their not selling any portion of the wood, and leaving untouched certain trees as the teak, sandal, blackwood, &c., which, from the qualities of their timber or of their other products, are deemed worthy of preservation.

The native forges for smelting iron, the sugar mills, and above all the railways, consume vast quantities of fire-wood. Coal being confined to a few localities, there is a great demand for wood for locomotive purposes. All kinds are found not to be equally fitted for this purpose, for if too light, the ashes escape through the chimneys, and are apt to cause fires in the adjacent jungles.

The quantity burnt per mile, with an average load, is 68 lbs. of dry, or 100 lbs. of green wood. According to this calculation, and allowing one hundred maunds as the annual produce of an acre of forest; about twenty-one acres per mile of permanent way would be apparently needed to ensure the regularity of the supply. For this purpose, grants of portions of jungle have been made, on payment of small royalties to the different railway companies, by whom the cost of management, and of cutting, and collecting the wood is also borne.

Neither have the means of re-stocking the forests now in use been overlooked. As an example of the efforts which have been made in this direction, we may instance the nurseries of teak trees which have been established in Malabar. A space of twenty-five miles square was selected for this purpose, and cleared of undergrowth. The seeds having first been steeped in boiling water, to ensure the splitting of the thick husks which envelop them, were sown in rows, and in three months' time the young trees were large enough to be transplanted into holes a foot in depth, and eight feet apart. The success of the plantation will, of course, depend on the soil. Like the oak, the teak appears to prefer deep clay land, as its growth is arrested when the roots meet with any obstacle to their downward progress. During the first few years the young trees have to be pruned, and kept carefully free of undergrowth. Troublesome as these operations are, the results not only cover the outlay, but leave a margin of profit, the loppings being serviceable for carpenter's work, yokes, axletrees, &c.

Besides the efforts of which we have spoken above, we must mention those for planting the sides of the roads and canals. These improvements have been carried out to a considerable extent under the direction of the engineers in charge of the different districts. Where the width of the track has permitted, a double row of trees has been placed on each side, to form shaded walks for foot passengers. These trees require a considerable amount of care in watering when first planted—a task which the Ryots have been

induced to undertake by certain concessions and the remission of taxes.

Hedges—hitherto a great want in India,—have also been formed to a considerable extent, of ‘inga dulcis,’ ‘bamboo,’ ‘Mysore thorn,’ (*cesalpinia sepiaria*,) and other suitable shrubs.

Of the progress of the botanic gardens in different parts of India, and of the successful introduction of many vegetable growths of the highest commercial value, we have not room to speak. The success which has attended the formation of plantations of the quinine-bearing chinchona, has, however, so important a bearing on the hygiene of our Army, that we cannot help transcribing the accounts of it given in Mr. Waterfield’s ‘Report on the Moral and Material Progress of India,’ which has already been referred to in these pages. (*United Service Magazine*, Dec., 1866; Article: ‘India.’)

“At the end of the year 1864-5, there were growing on the Neilgherry hills alone, more than half a million plants; the state of the plantations was very favourably reported on by Mr. Markham, who went to India to examine them in 1865; and by the last accounts received from Madras, there were not less than 1,086,079 young chinchona trees in a flourishing condition. Other plantations have been formed by the Government, or by private enterprise, on the Wynaad plateau, and the hills of Coorg and Travancore, on the Pulney range, at Darjeeling, in Assam, in the Kangra valley, and on the hills of Mahableshwur.

“Independently of the great saving that will accrue to the Indian Government from the possession of the chinchona, which has been estimated at not less than £50,000 a year for the supply of quinine to the troops alone,* the result of the experiment is very satisfactory, it having opened a vast field for the cultivation of this valuable plant, the best species of which appeared likely to become almost extinct in South America, and in having demonstrated that the medicinal qualities of the bark are capable of considerable improvement under proper culture; whilst it is impossible to calculate the value of the benefit bestowed on the general population, by placing within their reach the fever-repelling preparations of the plant, which, from their high price, have been hitherto inaccessible to all but the wealthy classes.”

As military chroniclers, we must also, in conclusion, devote a passing word to the system of gardens for soldiers, for which we are indebted to the sound judgment of Lord Strathnairn, and which appear to be progressing satisfactorily at many stations. These, with good management, will we venture to predict, lead to beneficial results far more general and more widely spread than could at the outset have been in any way anticipated.†

* About equal to the annual cost of an Infantry regiment at home.

† The writer of an interesting article on ‘Indian Forest Management,’ (founded on Dr. Cleghorn’s work, ‘the Forests and Gardens of South India,’) which appeared

SAILORS IN EMBRYO.

When a stranger goes on board an English man-of-war, the first thing with which he is struck is the smart and respectable appearance of the crew. Exceptions may crop up here and there; a lubberly or idle-looking man may accidentally make his appearance; but the crew, as a body, looks clean, active, and intelligent. In making his tour of inspection, he will come across six or seven hundred men who make up the ship's complement, and out of this large body he must have a searching eye, and be expert in reading character to detect the small and very exclusive class whose parchment certificates will not bear inspection, and who eventually will be discharged from the service as "objectionable," or as "bad." He is in the midst of a little community governed by rigid but hardly severe rules, which is not troubled with heart-burning jealousy for household or lodger suffrage, which knows nothing, and cares, (if possible) less, for Reform leagues and trades' unions, and which cares more for the material comforts in the shape of leave and other benefits attending on good conduct, than for votes for either borough or county. When he comes to classify the individuals in this community, he will find them composed of four elements, namely, petty officers, seamen, marines, and boys.

It is to the boys that he will almost instinctively turn his attention, for they are our "sailors in embryo," and from their character as boys, he knows that he may fairly judge what they will be as sailors a few years hence. He sees standing near him a fine, bright-eyed, ruddy-cheeked, healthy-looking boy, and very naturally remarks, "you look as if the Service agreed with you, my boy."

"Yes, Sir, I like it well enough; I am pretty comfortable, and have nothing to complain of."

"How old are you?"

"Just upon eighteen, Sir."

"Well, you are a fine lad for your age; how do you like the sea?"

"I am getting to like it now, Sir! I have been here nearly two years, and my time will soon be up, when I hope to be rated, and sent to sea."

in a recent number of the '*Revue des deux Mondes*,' concludes with some curious and characteristic observations on these gardens, which we think deserve translation.

"The Government of India," he writes, "is busy establishing gardens for the soldiers of the different regiments there stationed.

"It is hoped that a salutary moral effect may thus be produced, by giving the men an agreeable place of resort for themselves and their families, and allowing each to cultivate his own plot of land. The walks and paths are common, but each one has his own garden plot to do with as he will.

"In this, we recognize that need of 'individualism' and independence, which is so characteristic of the English, and which has its source in a profound sense of personal dignity."

"And what have you been doing these two years?"

"After I had entered on board the *Fisgard*, I was put on board a coast-guard ship, until they made me a first-class boy. I ought to like the sea, sir; for my father was in it all his life, and is now in the Coast-guard on board the *Frederick William*."

Now anybody who takes the most superficial interest in the welfare of the Service must feel interested in the training of the boys. They are the raw material from which our best sailors are manufactured; therefore their education and training are worth strict attention. Out of the Service, few people are aware of the extraordinary pains taken to educate boys for the sea. The general idea is, that they are entered at a certain age, undergo a rough sort of education and drill, and are drafted as opportunities offer into sea-going ships. The fact is that, in the first place, it is no easy thing for a lad to enter the Service; and, in the second place, when he has once got a footing, his training, so far from being rough or superficial, is as carefully attended to as that of a race-horse.

To enter the Service, it is necessary for a boy to be not less than fourteen and a-half, and not more than sixteen years of age. This rigorous limit is necessary on two or three grounds, which are partly medical and partly to prevent too many applications for admission. Each boy, therefore, on presenting himself for admission, must produce a certificate of birth; and, as this is sometimes forged or tampered with, it undergoes a very critical examination. He must be robust, of a certain height, and must produce references to parents or friends for a character. When he comes on board ship, and has passed the preliminary examination as to character and age, he is measured without his stockings; and then weighed before he puts them on again. He is then brought to the captain, who if he approves him, passes him on to the chaplain, who endeavours to find out if his mental qualities are equal to those of his body. His knowledge of reading and writing is tested, and his answers to a few questions determine whether he may be passed to the next stage of his examination. His physical powers having been only superficially tested, he is next taken to the doctor, in order that it may be ascertained that he is as good inside as he appears to be outside. His chest is measured, his lungs tested, and if he has not been vaccinated, he must be willing to submit to the pleasant operation before he can advance a step further in his progress. The doctor having dismissed him, he is introduced to the senior lieutenant, who requires him to produce, in addition to his certificate of birth, the consent of his parents to his entering the Navy on continuous service for ten years from the age of eighteen. If he is able to pass these several steps in his examination, he is taken to the office and his name entered, provisionally as a boy in the Royal Navy.

Individuality is the first thing of which a man is deprived in

entering upon a seaman's life. When it is not actually abolished, it is checked or repressed. But in the Army and Navy the prohibition is stern and compulsory. Uniform is exacted in every way, and equally in manner and education as in dress. A soldier and a sailor, whether he is an officer or a subordinate, walks, dresses, talks, eats, and conducts himself generally in a uniform way. Were even dress restrictions dispensed with, it would be impossible to mistake either one or the other. Dress may, however, have more to do with bearing than appears on the surface, and it would, perhaps, be as great an act of folly as could be well committed, were its regulations dispensed with. Every volunteer knows how important his uniform is in drill, and finds that he can always drill more effectively and easily in uniform than in mufti. And if dress is so important an element in military education as to render it impossible to dispense with strict regularity, it is quite certain that no change of dress in after life can obliterate the tone which it has helped to impress upon the man. The story is well known of the dragoon who, having left the Army for the Church, was so utterly a slave to military style, that his black coat and white tie were unable to conceal his martial predilections and teaching, and in a surplice even he looked more of an officer than a parson, though he strove hard to subdue and soften the apparent inconsistency which no one felt so strongly as himself. One of the rules about the dress of the boys is so strong, and evidently considered so important, that it is underlined. This rule directs that "a uniform pattern of clothes is to be adopted for the boys, who are to be, *in every respect, dressed alike.*"

As soon as possible, after a boy has entered the Navy, the work of destruction, or rather of re-construction, is commenced. He is sent to the barber to have his hair cut, and is then given a warm bath; after which he is provided with his outfit of the value of £3 17s. 2d. In winter, an addition is made to his wardrobe of a blue comforter, two pair of woollen stockings, and an additional pair of cloth trousers, which are substituted for his summer duck trousers. In addition to his clothes, he is supplied with handkerchiefs, towels, needles, &c., to the value of 5s. 7d., which sum is deducted from the advance of 17s. 6d. paid to him on entry. As clothes wear out, or are apt to be injured, each boy is taught to sew on buttons, repair rents, and understand the first principles of tailoring. Under the tailors on board he is to receive his instruction; while the barber not only examines his head daily, but superintends in bathing, and teaches him "those habits of cleanliness which are so essential to health."

His body having thus been provided for, the boy's mind becomes naturally the next consideration. During the first three months of his service, indeed immediately upon his entry, his education commences.

It is not of that partial character which the term is often thought to imply ; but is an education in the strictest and truest meaning of the term. As his powers of body are trained and developed by various means, such as regular exercise, food, and bathing ; so his mind is strengthened in many ways of which book-learning forms but a small part. He is taught the necessity of good-conduct, neatness, and perseverance ; and is encouraged in every way to feel that his duty to God is inseparable from that to man, and that both are necessary to make him a good sailor.

As an encouragement, therefore, badges are conferred upon him if, at the end of three months his conduct has been good, if his habits are clean and neat, and if he has been able to pass a satisfactory examination in the ordinary school subjects, and in seamanship and gunnery. In these latter his instruction is at first very elementary ; in gunnery he must have passed out of the awkward squad, and know something of the various parts of the gun ; in seamanship more is required, for besides knowing the names of the masts and yards, and other parts of the ship, he must " be able to pull in a boat, have a perfect knowledge of the compass and lead-line, and be able to make all the bends and hitches, knots and splices, named in the instruction board. If he can prove that he can be satisfactorily reported upon in these points, he is entitled to wear a chevron of gold lace in his sleeve.

Three months, therefore, have barely expired before he is taught practically that in the Service, duty is of the first importance, and that its reward is honour and glory. He is taught, that first of all, his individual actions and opinions are not so important as doing what he is ordered submissively and smartly ; and that, secondly, distinction, not money is to be his reward. Duty and distinction are to be the guiding stars of his life, and from the first week of his entry he is practically taught their value. Some material advantages, however, are allowed to follow the possession of a badge ; for boys with badges are allowed leave to visit their parents, if they reside in the neighbourhood, from Saturday to Monday, and to sleep on shore on Thursdays ; they are exempt from all punishment (except for theft,) whilst wearing a badge ; they enjoy all the privileges of petty officers, and are never employed as sweepers or bag-stowers ; and they are to have noted on their instruction certificates the number of badges awarded to them for proficiency and exemplary conduct.

The casual or weekly holiday on shore is not the only leave of absence which boys enjoy. " All work and no play makes Jack a dull boy," is as true of blue jackets as of any other class of the community. To prevent them therefore from becoming rusty, they can, if they please, or have anywhere to go to, have a holiday four times a year at the ordinary school seasons, namely, Easter, Midsummer, Michaelmas, and Christmas. At the last season, in the winter, they have three weeks, and at each of the other times

two weeks. But their holidays are contingent on proficiency, and do not depend entirely on the possession of homes by the boys. Before the holidays come the examinations take place, and every lad who has failed to come up to the mark is kept for at least three or four days behind his comrades, in order that he may contemplate upon and appreciate the advantage of idleness.

Every quarter, there is a full examination, and a record is kept of the progress which is made by the lads. The examination is threefold. There is first the school, then the seamanship, and lastly the gunnery examination. The schoolmaster and chaplain is directly and personally responsible for the religious training, and is to see himself that half-an-hour a week is given to instruction in the Bible in the upper class, and an hour a week in the lower, in addition to the instruction on Sunday.

The difficulties of the school tests are not very great, but they are useful and very important. Before a boy can be passed out of school, he must be able to do sums in the compound rules of arithmetic, and also in "proportion" and "practice." Many a boy may say, no doubt, that "the rule of three doth puzzle me, and practice drives me mad;" but he is not allowed to become a sailor until he is able, with a cool head, and in a sane mind, to master those horrors. The next requirement is of a decidedly practical character, as it enjoins that every boy "shall be able to read a book of general information." The last is of a more sentimental though of a decidedly useful character. He must compose a decent letter, or write from dictation a passage of moderate difficulty of not less than two lines of print. At first, writing a letter may not seem very important, but as every Jack is supposed in the regular order of things to have his Jill, the necessary consequence is, that he should be able to write to her, otherwise she would be obliged to adopt a strict attitude of faith, and like Katey say, that "my love can neither rade nor write, but he loves me faithfully;" or, when he arrives to the age of mature manhood, and the exalted, if not head-turning rank of leading seaman, we can hardly imagine a more secret, never-failing source of joy than is to be found in the power of employing one's leisure moments in finding errors in pay, and then worrying "their lordships," and their all-patient Secretary on the subject. The man who can do this stands manifestly in a superior position to the man who cannot; and the ignorant old quarter-master, or boat-swain's mate, stands in an inferior position to, if not in awe of, the young "ordinary," who, fresh from the clutches of the chaplain and schoolmaster, can appeal to the Board surreptitiously on the subject of his pay, or can tell his mother or sweetheart what a good set of fellows he has got amongst.

Education is not, however, limited to these formal, cut-and-dried accomplishments. The Admiralty seem to have a higher notion of education than to confine it to the mechanical acquirement of

a few elementary branches of knowledge, within certain limits, and at certain hours. They provide that the minds and bodies of their lads shall be properly amused, and that many of their lessons which are important, if not absolutely necessary, shall be learnt as easily, and be taught as attractively as possible. The magic-lantern, which is associated more with amusement than with study, assists both master and pupil. Boxes of magic-lantern slides are therefore supplied from the Impregnable guard-ship, and help to beguile the winter evenings, and give a great deal of instruction in a very pleasant manner.

More important though than this direct and indirect teaching, with the aid of master and magic-lantern, is the encouragement given to boys to self-culture. All the education in the world, and the highest devotion of masters to their scholars' interests would be futile, if the scholars themselves looked upon learning as a nuisance, and cared nothing about their own progress. As a means of leading boys to interest themselves in book-learning, they are encouraged in each ship to establish a reading-room, "with their own pocket money," and where, during the dinner hour, and in the evening, newspapers, periodicals and books may be read. Each boy is allowed to subscribe a sum of not more than threepence a month for this purpose. This really is the centre point of the whole system of instruction in the Navy. Of very little use would their knowledge of arithmetic, or reading, or writing, &c., if the lessons and formal instruction in school were not supplemented by some inducement to continue them voluntarily out of school hours. The mere fact that the dry lessons are found to be the best way of gaining permanent amusement, must act as a spur to many a boy to be diligent. The ground may be low, but it is serviceable. It may not give boys the nobler inducement of learning for learning's sake; but as this inducement would apply to a limited number of of lads, its loss is, perhaps, not very injurious.

About two hours at a time is considered sufficient for learning. In the summer it is made longer than in the winter; but at no time is it too long so as ever to become wearisome or fatiguing. As we have already said, there are two divisions in school, the upper and lower. In the upper division, which is divided into two classes, the requirements are that, in the first class, boys should be able to read and write well from dictation; to do in arithmetic simple and compound rule of three, practice, and vulgar and decimal fractions. In the second class, arithmetic is only required as far as reduction and compound division. The lower division is also divided into two classes: arithmetic as far as reduction being required in the first, and as far as multiplication only in the second. The upper division is also taught a little geography and history; but in the lower, nothing is attempted beyond reading, writing, and arithmetic, except religious instruction and the use of the compass. Nothing could be more admirable than the

educational system. Too much is not attempted, and if the regulations are only carried out, the little that is taught ought to be taught well, and is, besides, the best and most useful foundation which a boy can possibly have for his work in after life.

From the schools we will now turn to the professional instruction which is provided. Seamanship is the first branch of training, as it underlies the work of every rating a boy may afterwards fill on board ship. We all know that, in the days of Nelson, the grand difference between the French and English crews was the manner in which they respectively worked. The noise with which our enemies went to work contrasted strangely with the silence of our crews. Still does this difference exist, and French officers who visited us in 1865 were astonished at the silent way in which everything was done in our vessels. Silence, therefore, is the first element of instruction in seamanship; to teach which, boys are required, when the weather is fine enough, to cross top gallant and royal yards, loose, make, and shorten all plain sail at 8 a.m.; in every week, one forenoon is given to general exercise, when they are taught to reef, furl, make, shorten, and shift sails; twice a week the yards are to be braced round, as in tacking and wearing, and the top gallant masts are to be sent on deck; and occasionally they are to be exercised at stations, and at manning the ropes. But in all their exercises silence is strictly enjoined.

When a boy enters, he is placed in one of four divisions, which are to correspond with the sub-divisions of the watch-bill. Several classes are formed, in which he is taught all the mechanical and practical parts of seamanship, and through which he passes progressively, according to his aptitude.

Gunnery is the next branch of instruction. To learn this, boys are all taught strictly on the system adopted in the Excellent, and go through a course of four instructions, which correspond and alternate with the seamanship divisions. In the first of them they learn handspike drill, manning both sides, and the detail; in the second, pointing, sponging, loading, and detail, with the rifle drill; in the third, pointing, extreme training, dismounting, mounting, detail, with the sword exercise; and lastly, in the fourth, independent firing, quick and broadside firing, ship breechings, trucks, trigger lines, bow and quarter firing, and securing a lower deck gun. In all these exercises the boys are to accustom themselves to the use of powder, and are to learn to fire at a moveable target, which is a boat pulled backwards and forwards abreast of the ship. In addition to these exercises, they are to be taught to march with the aid of a fife and drum band, where it is possible to get up one.

Education, both mental and professional, seems to be carried out in as perfect a manner as can be desired in the training ships. There is only one point which remains to be noticed. Punishments are as necessary a branch of education as rewards; and we refer to

them last as being the least agreeable if they are not the least important parts of a sailor boy's life. Punishments vary considerably with the commanding officer. To quote the opening paragraph to the regulations on punishments, we may say that "it has been found by experience that, when a good system has been established, and when the boys have felt that the commanding officer has a real interest in their well-being, very little punishment has been needed; and, indeed, that there has been an almost entire absence of it. Except in cases of daring disobedience, a boy should not be punished for a first or second offence; if he is judiciously reasoned with, he will usually acknowledge his fault, and promise to avoid a recurrence of the offence; this promise he will usually strive to keep. Much judgment will be required in dealing with boys, and it will be highly necessary to study individual disposition and temper, without which little can be done." Nothing can be more admirable than such a system properly carried out. This, of course, is the great difficulty, and is the source of all success. It is useless for a man who cannot control himself, and keep a check upon his own faults, to attempt to guide others: or to use moral influence with boys, or appeal to their honour, when morality and honour are not his own chief guide. These are the men who ridicule the idea of appealing to a boy's honour, and insist that the "good old custom" of flogging is the only sure way to correct all faults.

Flogging, however, is not to be resorted to except in flagrant breaches of honour; caning is to be sparingly used, and only in presence of other boys. Confinement, in the opinion of "their lordships," is the best punishment, when accompanied with bread and water food for one day, and is generally fit for most ordinary offences. Stoppage of leave, fines, and caning constitute the principal forms of punishment, being combined and varied to meet different forms of misconduct.

The training system of boys in the Royal Navy seems then to be most carefully conducted. It is impossible to look carefully at the regulations without feeling that every care has been bestowed on the education of boys; and that the system adopted is of a very high class. Considering how important it is in the present day to have well-trained seamen, if we have any at all, and that the boys under training will be our future sailors, we know of no means to procure them which could be suggested as an improvement upon the regulations in force now in the training ships of the Royal Navy.

THE CADIZ EXPEDITION, AND THE MARTIAL LAWS OF CHARLES I.

During the reign of James I. there was a great difference of opinion between the Court and the nation in general as to the light in which the King of Spain should be viewed. By the tarry-at-home and vehemently Protestant people, he was regarded as a foe even more to be dreaded than the Pope, whilst the mariners longed for a war with a Power that had so many rich and defenceless towns on its sea-coasts, and such tempting "plate fleets" afloat, which had already made the fortune of many a bold navigator in the days of Elizabeth, and, it was to be hoped, would do so again. The King, on the other hand, beside his innate dislike to war in itself, was particularly anxious not to offend so potent a monarch as the King of Spain and the Two Indies was reported to be, and so well did he play his cards, that a marriage between "Baby Charles" and a Spanish princess would in all probability have been brought about, but for the romantic journey of the Prince, which threw everything into confusion, and at last caused the very war that it was meant to prevent.

The Prince and his favourite, Buckingham, left England in disguise on the 18th of February, 1623, travelling under the names of James and Thomas Smith, and reached Madrid on the 7th of March. The English ambassador, Lord Bristol, had then all but concluded the marriage treaty, but he was interfered with by Buckingham, and in the end the Prince and the Spaniards parted, each considering that they had good cause to complain of the other. As the natural result, war was declared against Spain early in the year 1624, and an abortive attempt was made to succour the Palatinate, the ill success of which was believed to have broken the heart of the peace-loving King. However that might be, he died in March, 1625, and it devolved on his successor, Charles I, to attempt to make the national hatred deeply felt by Philip IV. of Spain.

In accordance with the then universal system, a large number of merchant ships were taken into the service, and warrants were issued to the seaports, ordering the impressment of seamen; the officers were especially directed to seek for the "ablest mariners, and not loose and unskilful men," they being wanted for "a service of great consequence." At the same time, 10,000 men were pressed for the land service, and they were directed to rendezvous at Plymouth on the 25th of May; but orders were given on the 10th of that month, in consequence of which the levies of the northern counties were sent to Hull, and there embarked for Holland, when the four English regiments in the pay of the States were relieved by them, and sailed for Plymouth. This was a wise step, as these 2,000 men were veteran soldiers,

well calculated to infuse something of discipline into the raw musters already assembling there, and the colonel of one regiment was Robert Devereux, Earl of Essex, afterwards so well known as the Parliamentary General in the Civil war; another colonel was Edward Cecil, a grandson of Queen Elizabeth's great minister. It had been intended that the expedition should set sail in May, but this was soon found to be impossible; indeed, that month had nearly expired before a single company had arrived at Plymouth, and when they did come, there was little money to pay or feed them. Although the war had been clamoured for by the Parliament under King James, now that it was being set on foot, the new assembly declined to grant any supplies until various "grievances" had been redressed, the list of which was so long, that this was equivalent to a positive refusal. The King understood it so, and after in vain promising them a winter session for the full discussion of their griefs if they would only vote the supplies out of hand, he dissolved them, and proceeded to raise money by loans on letters of privy seal. This was very slow work, the dismissed Parliament men throwing many obstacles in the way, beside declining to contribute themselves. But at last a fleet was got together of about 100 vessels, great and small, of which only thirteen were the King's ships. Lord Wimbledon, as Admiral of the Fleet and Lord Marshal, embarked in the *Anne Royal*, with Sir Thomas Love as his captain; the Earl of Essex, Vice Admiral, in the *Swiftsure*, commanded by Sir Samuel Argoll; the Earl of Denbigh, Rear Admiral, in the *St. Andrew*, Captain Sir John Watts; Lord Delaware in the *St. George*, Captain Sir Michael Geere; and Lord Cromwell in the *Bonaventure*, Captain Collins. The land forces formed ten regiments of about 1,000 men each, the strongest being 1,016, and the weakest 986; the Earl of Essex was their Colonel-General, and if he had been in supreme command instead of second, it seems likely from what Sir Michael Geere says, that something effectual would have been done. But the greatest evil was the want of money, through the ill-judged obstinacy of the Parliament, which did not allow the expedition to be ready for sea until the beginning of October. This unfortunate circumstance gave the Spaniards time to strengthen Cadiz, and to secure the West India Fleet, so that the enterprise utterly failed in its object.

This failure, indeed, had been predicted by perhaps the ablest seaman of his time, Sir Robert Mansell, who spoke strongly in Parliament on the mismanagement at Plymouth, and we see from letters in the Public Record Office but too good grounds for his opinion. The summer happened to be particularly cold and wet: the troops were billeted on people who were very unwilling to receive them, were badly clothed, and so irregularly paid, that they were often fain to plunder for their subsistence. The plague, too, broke out among them, and the only shelter for the sick was

under some old sails charitably supplied by the fleet. Under such circumstances, it is no wonder that mutinies occurred, the Londoners and the Essex men being noted as the most "seditious." To curb them, a code of Martial Laws, very similar to that which we print hereafter, was issued, and several executions took place. It had been originally announced that the Duke of Buckingham, who held the office of Lord High Admiral, should command the expedition, and he several times repaired to Plymouth to hasten matters forward. But at last the business was committed to Cecil, and to give him weight among his people he was created a peer, by the titles of Lord Cecil and Viscount Wimbledon. He had not acquired any particular reputation in his service in Holland, and he seems to have been quite unfit for any responsible command. The hearty old sailor, Sir Michael Geere, captain of the *St. George*, shows us how he let slip every opportunity of doing anything, and another letter-writer of the time informs us that he received the name of General "Sit still" on his return: a fair sample of the wit of the period.

As Cecil owed his ill-judged preferment to Buckingham, he no doubt felt in duty bound to glorify the Lord High Admiral on all occasions. We have a fine specimen of this in the following letter written by him to Lord Conway, the Secretary of State.

"My very good Lord,

"I received a command expressly from His Majesty to send him word when the army should be embarked, which I here do, by the inclosed; as also my best affection and service (as I did assure your Lordship) to you, at the time it pleased your Lordship to do me more honour than I can describe.

"I cannot but advertise your Lordship how his Excellency the Duke hath bestirred himself, and how industriously and judiciously he hath played the General, to the admonition of us that profess the occupation, both in action and in council. In council he hath settled all men's places without discontentment, for it hath been agreed by vote, and not authority. He that disputed most, is come a degree lower than he was. My Lord hath done all in a week, that we doubted to have done in three, which time was allowed us. And were it not that it is our obedience, it is somewhat too quick, for we are to go a long journey, and shall find no hosts, but enemies. But obedience is more than sacrifice, and I hope we shall not prosper the worse. And so in all haste on board, I rest, living or dying,

"Your Lordship's unfeigned and humble servant,

"ED. CECILL."

"Plymouth, the 4th of October, 1625."

The following two letters will give a sufficiently full account of this inglorious page in English history. The first is from Sir Thomas Love, the captain of the Admiral's ship, who writes thus:

"To the Right Honourable my Lord Conway, Secretary to the King's Most Excellent Majesty.

"Right Honourable,

"It may please your Honour hereby to receive a brief relation of our proceedings in this hard and tedious winter journey.

"Fourteen days after we came from Plymouth, we arrived in the bay of Cadiz, where we found twelve or thirteen men-of-war from Naples and Brazils, five or six merchant ships, and fifteen sail of galleys. Upon our approach, the ships, having discharged their ordnance, cut their cables, and went up with ten of the galleys above the fort of Puntal, and so up to Port Royal, and then hauled themselves into a creek, and at the entrance thereof sunk three or four ships, whereby the passage was stopped, that our ships could not come near to attempt anything against them.

"The next morning after we were come in, being Sunday, betimes we sent up ships, who in six or seven hours forced the fort, landed our men, and took it, with some 200 men in it, and eight pieces of brass ordnance. We stayed there six or seven days, all which time it was continual rain and foul weather, and we had no covert or shelter for our men; and we found the town to be so strongly fortified as not to be attempted but by siege, for which we were not provided. Therefore, a resolution was taken to come back again to the South Cape, to look for the West India fleet, as by my letter to your Honour from thence I have more particularly and largely related.

"We plied off the South Cape some 20 days, but could have no news of the West India fleet, during which time of stay our men fell sick so fast, our victuals proved bad and drink scarce, and our ships so weak and leaky, especially the King's ships, as we were forced to sink one of the ketches, to put the men in the Conventive, and to supply the St. George and Swiftsure with men out of other ships. In regard of which defects it was held the best course to ply homeward. In our way we met with more contrary winds, storms, and foul weather, so as all the fleet was separated and scattered. For our own particular, we broke our foreyard in four pieces, and cracked our foremast in two places; we spent most of our sails, and our ropes were so bad as they would hardly stay the masts. And coming within sight of Scilly, the wind was so contrary and forcible against us, as we could not recover it. And many of our men being dead, and most of the rest sick and unable to do service, so as we could not (if occasion were) defend ourselves from a lee shore, and the ship being very leaky, we were forced to bear up for Ireland, and arrived in this harbour the 11th of this month, having five foot water in hold, and by the assistance of Captain Harris and others, we got our ship safe into the harbour, and have landed our sick men, and taken the best order we can for their recovery.

"My Lord President of Munster hath been with us here, and

dealt very nobly and worthily for the good of His Majesty's service ; his Lordship hath promised us a supply of men, without which we shall not be able to bring this ship from hence.

"Here is in this country to the westward, put in by like distress as we were, the Bonaventure, the Rainbow, and the Dreadnought, and, as we hear, the St. Andrew and some twenty more of the fleet. We use all the diligence and haste we can to provide and fit ourselves to come for England.

"Your son, Sir Edward Conway, hath been well all the voyage, and he was when we left him, and is now in the west parts, with the Dreadnought. I hope your Honour will excuse me for not enlarging more particularly, for I am not, nor have not been well. So, wishing your Honour much happiness to you and yours, I humbly take my leave, and remain,

"Your Honour's servant,

"THOS. LOVE.

"Kinsale, this 11th December, 1625."

The second letter is from Sir Michael Geere, captain of the St. George, and is addressed to his son William. It is a plain, outspoken tale, and probably was not allowed to reach its destination, or it would not now be found among the State Papers. Yet its statements are substantially confirmed by the more cautiously worded letter of Sir Thomas, who, as captain of the Admiral's ship, and as writing to my Lord Conway, is not to be too severely blamed if he hesitated to pour out

" his mind as plain

As downright Shippen, or as old Montaigne."

Dispatch writers in more modern times have been noted to be quite as careful. The two letters read together are decidedly "suggestive" of the fact, that the art of "making things pleasant" was one that was studied in the 17th century as well as now.

"From the Ventry, the 11th of December, 1625.

"Loving son,

"These are to certify thee and all my friends of the proceedings of our voyage hitherto.

"The 8th of October, we put out of Falmouth with a fair wind, and thirty ships more of our fleet, to proceed on our voyage, and the next day we met all our fleet together which came out of Plymouth, to the number of ninety-six ships. The 12th a great storm of foul weather took us ; the wind fair to carry us on our journey, but did blow so vehemently, that we were all separated, with the loss of some of our ships, which sunk and perished, men and all, I having but four ships left in my company, two of the King's and two others. The 17th day I had sight of the Rock, which is the land going into Lisbon. The 18th, I had sight of the South Cape, which was our rendezvous, where it pleased God to send us the best intelligence for the good of our voyage, so marvellously as ever was ; for a Spanish boat

that was carrying of certain passengers from the island of Graciosa to the island Terceira, which is but twenty miles asunder, was driven by foul wind and weather to us, off the Cape, which is near 800 miles asunder, who told us that four carracks was departed lately by those islands home to Lisbon, and that there was at those islands thirty or forty sail of the King of Spain's men-of-war, which attended for the West India plate fleet to guard them into Spain, which there was no doubt to be made but we might a-taken them every ship, but it would not be apprehended by those which I hope can hardly answer it.

"The 19th day we met all our fleet together near the Cape. The 20th, the Admiral called a council of war, and then concluded to go for the Bay of Cadiz. The 22nd, we went, all our fleet, into the Bay of Cadiz, unexpected or thought of by the Spaniards, until we came so near the town that they knew us by our flags, but took us to be their West India plate fleet. The Earl of Essex with his squadron was appointed to lead the way, and so did very nobly, but not one of his squadron came near him at his going in, and out of Port St. Mary came nine galleys, which he alone encountered; six of them escaped and ran away up to Port Royal, and three of them he made return again from whence they came; eighteen or twenty ships likewise of the King of Spain's great ships, his men-of-war, lying at anchor against the town of Cadiz, did set sail and run up to Port Royal, doubting the strength of Cadiz could not secure them from us; and no order given for the surprising of them, but all our fleet came to an anchor. And then the Admiral called a council what to do (and so too late) which was by him only ordered, that certain ships should go that night and batter the Castle of Puntal with their great ordnance, which they did all night. The next morning, most of the fleet was commanded likewise to go and batter the castle, and spent above 2,000 shot upon it, and about 4 o'clock order was given for the landing of our soldiers to assault the castle. We did land with loss of men, but did not attempt it, but marched by it a little towards the town of Cadiz, and there made a stand. The Spaniards in the castle summoned a party, yet many of them running away over the walls, leave was given to the rest to depart with their arms and colours.

"After so many days ill spent to no purpose, and our soldiers landed, which was a joyful sight to me to see, with so many brave, valiant, and forward leaders and commanders, and nothing attempted, nor no resistance—no, not, I dare maintain, a hundred 'peld'* Spaniards, which have shot at the farthest lengths—yet the 28th were all embarked aboard our ships again. We set sail

* We have not been able to meet with any explanation of the meaning of this word, and can only conjecture that it is some old term of contempt. Perhaps Admiral W. H. Smyth's forthcoming "Sailor's Word-book," may solve the mystery.

from thence, and came away, and anchored that night without the Bay of Cadiz, and at midnight like runaways went to sea and left all.

"The 31st, being about twenty leagues from Cadiz at sea, we had sight of four ships of the King of Spain's West India fleet, which passed fair by all our fleet into Cadiz or San Lucar very peaceably. The 4th of November we had sight of the South Cape again. Then a council was held aboard the Admiral, whose only will and command was we should, all the fleet, lie-to and again in the latitude of 36 and 37 degrees, to look for those which were peaceably gone home already, and so spend time, which was his own words, notwithstanding there were many complaints of the captains of ships of war's wants, which, some of them, had not eight days' drink in their ships, and so to keep so many ships full of wants, and a number of weak soldiers, he intending, I dare swear, not to do any service with them, but to spend time, as he himself said; which time so ill spent hath been the cause of the death of many a man, beside the great hazard, I doubt not, of many of our ships, for we might a-been all in England long since.

"Since which time, with a great deal of mortality and sickness in our ships, and many wants, and great extremity of contrary winds and foul weather, it hath pleased God, with much ado we have recovered a place in Ireland called the Ventry, a reasonable safe road. I was, with six ships more of our fleet, within ten leagues of our own coast of England on the 8th of this instant month, but after with most extreme storms and easterly winds were beaten upon this coast, most of all our sails blown away, all rotten ropes, no candles in the ship, little drink, and that stinking water. With a hundred sick men, fifty-nine dead, two masters' mates, three of my men, [his own serving men], and not ten men able to do any service, if we had not got in here we should have perished in the sea, which, I fear me, many of our fleet will. What will become of us yet, God knows; I have little hope but the mercy of God. This country is not able, I doubt me, to furnish us with men.

"My comfort is, I thank God, I have as good a ship under me as any in Christendom, which sails wondrous well, the best of all the fleet, well qualified every way, very staunch. His Majesty hath not a more serviceable ship in all his navy, but much wronged by reason of rotten ropes and sails, and in all kinds of stores; viz., one suit of our sails was the old Triumph's, in the year '88, and the other suit of sails, which we had for our best, was the Anne Royal's cast sails; our fore shrouds were the old Garland's, which it seems served her many years; all, both sails and ropes, stark rotten. Our store of new ropes, when we came to make use of them and to open the coils, were of divers pieces, and the best of them stark rotten, but fairly tarred over. This ship had never

new sails made for her since she was built. Let all honest men judge how His Majesty's service hath been abused.

"I grieve to write of many other abuses, as in our victuals. Our flesh cut at half the King's allowance, and that so stinks, that I presume hath been the cause of the deaths and sickness which is amongst us; no dog of Paris Garden, I think, will eat it. At our coming in here, we had but sixty-four single candles in the ship, which was to us as great a want as anything. Thus, praying to the Almighty God I may be here supplied with men to bring His Majesty's ship home into England in safety, or else look not for me, I have taken the best course I can. I have written to Sir Thomas Button, who I think is at Cork or Kinsale, in one of His Majesty's ships, to take and work the best means he may to send me a hundred men from thence.

"Commend my love to thy mother, wife and children; I pray God to bless thee and them. Commend me to all. So, with an over-tired body and a troubled mind, with a grieved heart, I cease, with my hope of God's mercy. Amen.

"Your distressed father,

"MICHAEL GEERE."

Little comment is required on such a straightforward, manly letter as this. It is pleasant to see the pious old mariner's affection for, and pride in his ship, and we wish it was in our power to say when he got it safe to England, if he ever did; but our authority is silent on the subject. We only know that in the course of December, 1625, many other vessels straggled back to Plymouth, truly in evil case, some of them, as the *Rainbow*, the *Dreadnought*, and the *Anne Royal*, being utterly unserviceable. The survivors of the land forces were put on shore, principally at Plymouth, and a body of commissioners was sent to provide for them, but as the Royal Treasury was absolutely empty, little could be done beyond dispersing them in the other towns of Devonshire and Cornwall, an attack on those parts by the Spaniards being either feared, or pretended. The pay of the private men was 8d. a day, of which 2s. 6d. a week ought to have been issued to them for their food, the remainder being intended to supply them with two suits of clothes yearly. But they seem to have got neither, and being now more hardened and desperate than before they went to Spain, their outrages were fearful, and martial law was the only resort. It will be seen that this law, which we print from an official copy among the Public Records, did not, at any rate, err on the side of lenity; but it will be remarked that it provides special prisons for military offenders, a matter that is usually considered a notable improvement, the credit of which is due to the present age. So true it is, that "nothing is so new as what has been forgotten;" in proof of which we may just remark, that breech-loaders and revolvers were known in the 15th and 16th centuries, but sunk out of sight, to be "re-invented" in the 19th.

When an expedition fails, there is usually plenty of recrimination among the commanders, and so it was in this case. Soon after the return of the fleet a new House of Commons assembled, and it instituted what would be now called a Parliamentary inquiry on the subject, but the King forbade the Council of War or the Secretary of State to give any reply to its questions. To be revenged for this slight, the House imitated its predecessor in dwelling on past grievances rather than in attending to, and remedying the present one, by voting a sum of money to pay and discharge the troops. At last, in the spring of the year 1627, the various companies and garrisons were broken up and sent to their homes, with such small sums as the King could collect independently of the Parliament. Of course this went but a little way towards discharging the just claims of either officers or men, and we meet with pitiful applications for their arrears for many years after. The increasing difficulty that the King experienced in attempting to raise taxes on his own authority, made him less and less able to pay these demands, and there can be little doubt that the great bulk of them were never paid at all.

"MARTIAL LAWS ordained and instituted by HIS MAJESTY, with the advice of the Council of War, for the government and good ordering of the Troops in this Kingdom, either in an Army, or in Regiments, or in single Companies, to punish the malicious and wicked, and to defend the innocent, according to the custom of all well-governed Kingdoms.

"1. He that blasphemeth, or is known to be a common swearer, to have his tongue bored through with a hot iron.

"2. He that is known to be a drunkard is first to be admonished, and for the next to be put in prison, and to be kept there at bread and water seven days, and his means that while that are overplus, to be bestowed on some sick or poor soldier.

"3. That if any soldier be drunk on his guard, or on the day he should exercise, if he be an officer, he is to be cashiered; if a soldier, he is to be seven days at bread and water, as is before said; and if that do no good, he is to have the strappado either more or less.

"4. That if any soldier absent himself from the church, to have the same punishment of bread and water.

"5. That if any soldier or officer do abuse any man or woman, the party injured shall go to the officer that commands there in chief, let him be captain or more than a captain, or lieutenant, or ensign; if none of these, then to the next officer of the peace, if the cause require, and desire to have him forthcoming, and to write to the officer of the offender, to let him know of the offence; then that chief officer must crave justice of a council of war, according to the offence, either to let the party ask forgiveness, or to punish him with imprisonment or the strappado, or with more or less, as the fault requireth.

"6. If any soldier do shed blood, or maim any of his fellows, or any other that is no soldier, he must be more or less punished, till the party offended be satisfied, according to the punishment before named, and at the discretion of the officer; if there be no Marshal court in that place, he must be brought where there is one.

"7. If any soldier do force any woman or maid he is to suffer death.

"8. If he steal anything that is of note, he is to suffer death; if of small value, he must be more or less punished, and imprisoned till he make satisfaction, and to stand with a paper on his breast, where there shall be written the offence, and if it be done in a market town, or nigh, then to have it on a market day.

"9. That if any soldier do give any hindrance to market folks' passage to be severely punished; but if they take anything from them, to be punished with death without mercy.

"10. That no soldier be seen without his sword, and if he will take no warning, then to be put in prison.

"11. That no soldier be found a mile from his garrison or lodging without leave from his officer in writing, upon pain of imprisonment.

"12. If a soldier have leave and do not return within the time limited, without some sufficient cause, and then to bring some sufficient testimony of it, he must be punished as before.

"13. That if any soldier do sell any part of his arms or clothes to another, or to any other, he shall have the aforesaid punishment, and the party that doth receive it shall lose his money, for they are not his, but His Majesty's.

"14. That if any officer of a town shall see a soldier pass without asking him where his pass and furlough is, and if the soldier have no pass, then is he to send him from constable to constable, till he come to his officer. If he do not his duty herein to His Majesty, he must be presented to the Lords [of the Council of War.]

"15. That any soldier that doth strike his officer, or any other officer, or doth but make shew of it, as by laying his hand upon his sword, or give him ill language, shall suffer death without mercy.

"16. That if any soldier do use any uncivil speech, either against His Majesty or any other person in authority, or any other ways, he is to be punished without mercy.

"17. That no man shall go off his guard without leave of his chief officer that there commandeth, without due punishment, such as have been forenamed.

"18. That no sentinel be found sleeping upon his guard, upon pain of death.

"19. All other disorders whatever are to be punished as those formerly mentioned, though not formerly nominated.

"20. That all soldiers and officers do take an oath, as the custom is in all countries, to be faithful to His Majesty's service, both in thought, word, and deed, and not to conceal anything that they shall hear or see that is not for His Majesty's service and honour, and to obey all his commandments.

"21. That there be authority given to any three or more of the commissioners to call a Marshal court, and sit in commission, to hear, judge, and determine any fact done by soldiers, but to have no power to put to death till they have advertized the General that shall have authority of life and death for such troops as he shall command.

"22. To have in every market place a gibbet and strappado, for the sight of such a remembrance will do good in a wicked mind.

"23. That there be a Provost appointed in every Regiment where the Regiments shall be full, and a prison ordained for soldiers apart from any other.

"24. The Provost must have a horse allowed him and some soldiers to attend him, and all the rest commanded to obey him and assist him, otherwise the Service will suffer; for he is but one man, and must correct many, and therefore cannot be beloved. And he must be riding from one garrison to another, to see that the soldiers do no outrage nor scath [*i.e.* damage] about in the country.

"25. And these orders are held in all countries where true discipline is observed."

Though these laws were manifestly intended to protect the people from the violence of ill paid, hungry troops, and though they notoriously answered that purpose, they were, when the Parliament re-assembled, in 1628, misrepresented as if designed to place the whole kingdom under martial law, and the charge has been adopted without examination by many historians, whose preconceived opinions have caused them to believe any statement to the prejudice of the fallen House of Stuart. In no way can the falsehood of the charge be better shown than by the publication of the Code without note or comment.

PORTABLE ARMS AT THE PARIS EXHIBITION.

The department in which guns are exhibited is that, in which the fewest visitors enter, and in which the majority of those who do so remain the shortest time; yet of the whole Exhibition there is not, perhaps, any in which there is a greater expenditure of thought and comparison. Every variety and size of shot gun is to be seen here by those who seek them, from the matchlock to the breechloader, and it is regarded as not a little remarkable that one of the first

percussion muskets used in France was a breechloader in which a cartridge was used carrying its own fulminating compound which was exploded by perforation.

The French are not very quick now, and were much less so formerly in adopting inventions in weapons which came to them from abroad. Thus though the use of a fulminating compound had been long practised, the proposal to introduce a weapon in imitation of the English percussion gun into the French army was rejected, and, singularly enough, not summarily on theoretical grounds but after being tried by the military authorities. This was in 1823, and it was not until 1826 that a commission was appointed to go into the matter a second time; which after spending three years in examining the improvement expressed its approval; but it was not before 1840 that it was finally decided that French soldiers should be armed with the percussion musket; and even then there were many old officers who were opposed to the abandonment of the flint gun. After the adoption of the smoothbore percussion musket a long period of rest followed, which was disturbed by the considerations involved in the substitution of rifled muskets for smoothbores. Almost before the system of rifling had been decided on, there arose another and graver question, which but for the sudden and unexpected victories of the Prussians would have been dealt with in the slow and cautious manner which characterises all the changes in the material of the French army. The employment of breechloaders in lieu of muzzleloaders was a subject of ridicule to many military men of high standing even so recently as 1863; one of these in speaking of a pamphlet which predicted that the time would shortly come when every army in Europe would be equipped with it is reported to have said disdainfully. "Every military man knows what the consequence would be of arming troops with weapons capable of continuous discharge." What he implied in this condemnation was that we have so often heard repeated; namely, that men so armed would fire away their ammunition so rapidly that they would soon be reduced to the bayonet as the sole weapon left them of offence or defence. This view was a hasty one; a little more knowledge of human nature would have recognised its futility. It would be too much to say that any government was entirely ignorant that the Prussian War Office had armed the greater part of the male population with the breechloading needle-gun, but the governments had suffered themselves to be lulled into despising the change by the opinions of men whose knowledge of military matters was undeniable. That these could have suffered their judgment to be so blinded by preconceived ideas was what they do not appear to have imagined. The war between Germany and Denmark had however attracted the attention of the Emperor of France to the value of breechloaders, and, in spite of the contrary opinion expressed by some of his advisers, he had followed his own judgment so far as to have several thousand breechloaders made before the out-

break of the war between Austria and Prussia, and if more had not been manufactured previous to the dispute with respect to Luxemburg, it was from the difficulty of deciding to which weapon to give the preference; a difficulty which is hardly yet overcome.

Motives of economy as well as of policy rendered it necessary that it should transform the weapons already in the hands of its soldiers into breechloaders with all the speed possible and with as little expenditure of its funds. Having between four and five hundred thousand men habitually under arms, this number of rifles was required forthwith, and though the government had recourse to manufacturers in different countries to make new weapons and new breech-pieces, the process of conversion was, we believe, actually completed at home. This half a million of rifles was the minimum number required for immediate use; the actual number of fire-arms in the French arsenals and in use being about seven times that number.

Every government in choosing its peculiar form of breechloader had two things to consider: the relative superiority of the weapons and the capability of the pattern preferred of being adapted to the muzzleloader. In the Exhibition we may see specimens of all these weapons, old, new, and converted; so numerous, that if we were to arrange them in order for the purpose and then to examine them in succession, we should be almost puzzled to define the difference, it is so very trifling.

But taking only those which appear most efficient, there is a sufficiently broad distinction between them to render a description of them interesting if not essential to a due comprehension of the relative merits of the different systems which can be alone considered practicable. The needle-gun for which many military men still consider themselves bound by respect for the judgment of their superior officers, or for the opinion of men who have gradually acquired authority as critics, to affect a contempt for, is that to which one first turns, with the respect due to a weapon which has given proofs of its efficiency in actual conflict, and which has placed what was regarded as among the weakest of the nation, included in the rank of first class powers, into the very front. As we gave some time since a full description of this arm, we need not say more about it at present than that all things considered the Prussian government are wise in retaining a weapon to the manipulation of which its soldiers are accustomed, and the objections to which when thoroughly examined are found to be more apparent than real.

In the case of those States which have still to make their choice, the matter is different, but it is doubtful if any single weapon will combine all the advantages which are considered desirable; to get the greatest simplicity of construction, rapidity of discharge, long range, and directness of fire in one rifle is to expect more than is quite reasonable. We begin with that which many think will be the first matched against the needle gun; the Chassepot rifle.

The Chassepot rifle if it is not adopted for the whole of the French Army will probably be that most extensively used. Several regiments are already supplied with it, and their report is favourable; but that is very much a matter of course, inasmuch as any breech-loader has an advantage over a muzzle-loader, which the soldier is sure to appreciate. Fired for rapidity, the result in the hands of inexperienced men is stated to have been twelve shots a minute. The same men limited to nine shots a minute placed forty-eight out of sixty-three balls in the target at a distance of three hundred and twenty yards. More experienced men exercised with the arm at Satory, lodged ninety-two per cent. of the balls fired in the target at four hundred and ten yards, and thirty-one per cent. at one thousand and thirty yards. It is said that the particular kind of cartridge used cleanses the barrel.

The results of some experimental firing made by a battalion of the foot guards in the presence of the Emperor and Prince Oscar of Sweden will give a better idea of what the rifle is capable of doing in the hands of a body of men than isolated experiments on a small scale. The firing was at six hundred yards from the target, and was kept up for exactly two minutes. It was ascertained that during that time the battalion had fired eight thousand balls; two thousand of which were in line with the target, or had actually struck it. The ground was so cut up by the balls, that the inference drawn was that a regiment stationed on the spot would have been annihilated. Another trial made on the 17th in the presence of the Emperor is considered by most French officers as conclusive. A target was erected equal in height to a man on horseback and of about the same width as a squadron of cavalry. At six hundred paces from this target was stationed a detachment of infantry, sixty in number. To each of these men were given thirteen cartridges, nine with ball and four without, the latter being fired with as much rapidity as possible for the purpose of seeing how far the smoke would be likely to obscure the view of the object aimed at. A squadron of cavalry was drawn up at a distance of eight hundred metres behind the men and at a given signal the men began firing and the cavalry commenced to charge. The first five hundred metres were traversed at a trot according to the regulation, and the next three hundred at a gallop; the charge from first to last occupying two minutes ten seconds. The infantry were able in this time to discharge the whole of their cartridge without hurry, and the effect on the target was such that in the opinion of all who witnessed the experiment, it was hardly possible for one of the cavalry to have escaped death or wounds if the fire had been directed against them. The experiments as far as they go prove that the Chassepot is equal to any other in the qualities considered essential to a good weapon; it is easy of manipulation, light and yet strong. It is no slight drawback however that the needle is thin, and that in order to prevent the escape of gas it is fitted with an india rubber

wad, which is attended by disadvantages hardly compensated by the avoidance of the evils it is intended to remedy. The cartridge also is said to be expensive, to require much time and peculiar care in making, and to be deficient in some of the qualities of the cartridge having a metallic base, a deficiency which is far from being compensated by the saving of two or three centimes on each.

Devisme had invented or improved a breechloader which bears a strong resemblance to the Chassepot; but so far as can be judged by a comparison, for we have not seen the Devisme subjected to a trial, it is so far superior to the Chassepot that there is no needle, and that the cartridge being similar in make to the Boxer renders the use of the india rubber buffer, to prevent spitting, unnecessary. The cost of the cartridge is, of course, greater.

One of the arms which gave the jury the opportunity of making a little excursion in order to witness experiments with it is exhibited by the same celebrated gunsmith. It is not a new invention; some years since it was tried on living horses in Algeria, and the effect so far as we remember it was satisfactory as regarded the performance of the weapon and the explosive ball, whatever it may have been to the horses. The jury had not the opportunity of seeing it tested in this manner. Instead of living animals, an imitation whale of small size was made up and floated in the Seine; and against this the exploding ball was fired, and also a projectile of a similar kind to which a line was attached, which on the explosion taking place opened into the form of a harpoon, and the mimic monster of the deep was dragged ashore by it. Both of these inventions possess real practical utility, and it is hardly possible to suppose that our whalers will fail to avail themselves of them.

Gastinne Rennette, who is one of the gunsmiths employed by the Emperor, exhibits a carbine which if it does not labour under drawbacks not perceptible to the eye as it rests in its case, deserves more notice than we are in a position to give it. By pressing a bolt placed on the left-hand side and in front of the chamber the latter is set at liberty and revolves on a bolt parallel to its axis. The cartridge has merely to be inserted and an equally simple movement restores it to its place. The cartridge has a metallic base and is fired by percussion. The remains of the exploded cartridge are withdrawn by a method which strikes one as being awkward; but it is said that this could be remedied.

A certain number were manufactured for the Cavalry, but for reasons with which we are not acquainted, the arming of the cavalry with them was not proceeded with.

The Werndl rifle resembles the Peabody rifle, and does not appear open to the objection that has been made against some of the rifles on the score of weakness. The barrel and back-piece is made of cast steel and is of one piece; the lock is a wedge with a groove over which the cartridge is pushed into the barrel, and which opens and shuts between the barrel and the back-piece. On

the left side there is a flat knob, and by pressing this with the thumb the lock is thrown open and the cartridge case drawn out. The operation of loading and discharging are very simple, and it is said that it can be fired twenty times in one minute. The inventor says it will penetrate a deal plank to the depth of four inches, when fired from a distance of 1200 yards. The gun is not heavy, and it is said that it can be made for forty-five shillings.

The Albin rifle is well balanced for the bayonet exercise, but it is objected to on the ground that the remnant of the cartridge is not dislodged by a single movement. The Belgian government has, it is said, given a preference to this arm, and if in doing so it has been guided by the opinion of its manufacturers, it says much for the qualities of the weapon seeing that these have been working at all systems indifferently and must therefore be good judges of their relative merits.

In cases where a particular kind of cartridge is adapted to the rifle, the construction of the cartridge must of necessity affect the choice of the rifle. The objections that have been made to the Remington rifle, are, that it requires the cartridges to be made with mathematical precision and nicety that adds materially to their cost, and is moreover difficult of attainment; that it is weak at the stock, and that it is not balanced in such a way as to allow of its being used to the best advantage in bayonet practice. The mechanism is strong and simple in design, and it is fairly entitled to compete with any other breechloader.

The Swiss Government is said to have decided on the Winchester rifle as the weapon to be ultimately adopted for their army, but at present they are halting between a variety of breechloaders, content for the present with altering their old weapons. This rifle is constructed on a principle which, if for no other, entitles it to the most attentive examination; it is a repeating breech-loader. The cartridges it is proposed to use have a metallic case with the fulminating compound in the base, but the formation of the cartridge is of minor importance as that might be varied, according to the disposition of the Government adopting it to incur the expense. In theory the arm is all perfection. Beneath the barrel it has a reservoir capable of holding from fifteen to twenty cartridges, according to their length; when this is stocked the arm is ready for use. The cocking of the gun throws out the remains of the exploded cartridge and introduces a new one. That the whole of these cartridges might be discharged in a minute nobody will have any difficulty in believing, and when we add to this that it is claimed for it that up to six hundred yards it is equal in accuracy to any other, the wonder to those who are not acquainted with the objections to which it is open, will naturally be how any other form of breech-loader came to be adopted in preference. The objection made, is that a single cartridge badly made or crushed out of shape, or which from any other cause is altered from its proper standard will throw

out of order and render the weapon useless. How far these objections are valid can only be ascertained by a prolonged series of experiments made with a considerable number of the weapons taken at random. If the mechanism will bear the wear and tear, we have no fear on the score of the cartridge; the guarantee for their shape might be in their passage along the tube and care might be taken to make them with all necessary accuracy. The Spencer breech-loader we have seen only in the form of a carbine for cavalry, but the system is the same; there is a reservoir for cartridges; and as cavalry would generally require the weapon only for firing at short ranges, rapidity of fire is the primary consideration. In the specimen shown to us, the spiral spring was not sufficiently protected from the effects of damp, but we do not attach much importance to objections which admit of such an easy remedy as this, and the same remark applies to all objections.

As we have already said, the resemblance between different breech-loaders is so great that they pass almost imperceptibly from one into the other; therefore we need not describe or even enumerate them all. The Snider we have not described, because it must be too familiar to all to need a description. As it is made at present, it is one of the best methods of converting the muzzle-loader that could be employed; much of which is due to Colonel Boxer, who, by adapting the weapon to the cartridge, and the cartridge to the weapon, has produced a breech-loader which is at least equal to any other. There is, however, one system we have not mentioned, which is entirely different from the others, and has little chance of adoption, unless it should issue triumphantly from more rigid tests than would be considered sufficient for any other form of breech-loader; this is the invention of a Frenchman, named Le Baron, and consists of a galvanic battery fixed in the stock, the cartridge has two wires projecting from it, and it will readily be conceived how this would be exploded.

Miniature models of most of the breechloaders may be had, and some tiny weapons which exist only in that form, and not too large to be used in a duel between fairies. So exceedingly small are they, indeed, that a southern lady might carry a whole armoury round her garters instead of the traditional dagger only. In concluding our notice of breechloaders, we have only to observe that if the authorities could decide on what they desire in a breech-loader, there would be no difficulty in carrying out their conception; for our own part, we certainly think that no breechloader can be considered perfect which cannot be used as a single shooter when time permits, and a repeater when rapidity of fire is essential to give our men a superiority over other armies. For this purpose we conceive Colt's principle to be the best, but instead of trusting to machinery to cause the chambers to revolve, we would prefer that it should be performed by manipulation.

There are some other firearms that are not exhibited here, or which seem to have attracted less attention than they deserve, but which may with some modifications, or by suggesting new kinds in a few years, render the model Snider as effete and useless for the battle-field as the old flint musket is considered now. One of these is the invention of Devisme for firing small grenades. Imagine for a moment the consternation that would seize the most highly-trained and steadiest regiment in the world if it suddenly found itself in the midst of a shower of shells, striking them about the heads and faces, tearing and rending the flesh, and adding to the screams and cries of agony which such wounds would give rise to, the noise of the explosions, which of itself would add greatly to the terror which such a fire would occasion. Yet even at this moment such a special corps might be sent into the field; the weapon for discharging such shells would certainly be heavy to carry on a march, but it is not too heavy to be discharged from the shoulder. To arm cavalry for firing these shells with a wide-mouthed carbine that would shoot accurately at a moderately long range would be easy, and this would restore the efficiency of this arm of the service which has been so much impaired since the invention of long-range arms of precision. Another weapon of this kind is the invention of von Dreyse, the inventor of the needle-gun. Mysteriously hidden from the gaze of the public in the inmost sanctuary of the factory of which he is the head, our only knowledge of it is from one of his friends, who has but a very imperfect idea of what the weapon is to effect. So far as we can gather, it is a double-barrelled breech-loading needle-gun constantly revolving, with a store of cartridges which replace those used at each discharge; self-acting, in fact, and endowed with the power of continuous discharge to the extent of the number of cartridges contained in the magazine. To a man so ingenious as Von Dreyse, and who to great scientific knowledge adds the experience of forty years, and who has the resources of a great government department at his command, there does not appear anything extraordinary in the construction of such an arm, and even of one possessing greater advantages than those we have mentioned.

The Gatling gun is another ingenious arm, and as a wall or field-piece, or for the defence of earthworks or any temporary fortification, capable of rendering most valuable services. The arrangement of the revolving cylinder containing the cartridges is in principle the same as Colt's, and the arrangement for supplying a continuous flow of cartridges is, of course, easy to be devised. The discharge is effected as fast as the handle can be turned, according to the rate fixed by the inventor. Great mystery is observed in the case of a gun now being tried by the French Government, which it is said pours forth a continual stream of bullets: it seems, in fact, to be a similar gun to the Gatling, if it is not that identical weapon; but, as we have already said, there is no kind of shooting weapon which may not be devised, provided ex-

pense is not considered an objection. With the mention of the Gatling gun, which but just comes within the limits of the heading of this article, we end our notice of the Small Arms at the Paris Exhibition.

NAVAL REVIEWS.

Spithead has truly been the scene of many great displays of England's Naval Power. From the time of the Great Harry, built in the third year of the reign of Henry VII, to that of the Royal Sovereign, built during the reign of Her Majesty Queen Victoria, Spithead has always been selected as the spot on which to exhibit before the English people and foreign guests, the strength of the nation on the seas. Sometimes these Naval Reviews have been held while the country was "at peace with all the world," at other times when her fleets were about to sail in search of an enemy; at others again when returning from doing battle with her foes. Amongst the latter occasions none gave greater satisfaction than that which took place in June 1794, on the return of Lord Howe from the first decisive victory gained over the republican fleet of France; when the King accompanied by the other members of the royal family went down to Portsmouth and proceeded on board the flag-ship at Spithead. His Majesty, we are told, "there held a naval levee, and presented the Admiral with a diamond hilted sword, and a chain of great value, after which the royal party dined with Lord Howe on board the Queen Charlotte." Those were the days when England was buckling on her armour and preparing to become the mistress of the seas; a position which she assumed at St. Vincent and the Nile, which she confirmed at Trafalgar, and which she has ever since maintained. They were the days also of sails and wood, low between-decks, and beautiful figure-heads. How changed is the Navy now! sails are virtually discarded in favour of steam, iron is gradually taking the place of wood; the tallest men can walk upright on the lower decks of all our ships, and the beautiful figurehead has been superseded by the ugly prow. Our seamen, are, however, made of the same stuff as ever, and will most assuredly maintain the honour of the flag, when called upon to do so, as well as their forefathers did.

Another great difference between the Naval Reviews of former days and that which recently took place is the size of the ships. The largest vessel of Nelson's day was of less tonnage than the smallest frigate which was anchored at Spithead in July last; corvettes are now as long as line-of-battle ships used to be; and noble as the old Victory looked at her moorings in Portsmouth harbour, she was a mere baby in comparison with the modern liners near to her, or to the iron-clads at Spithead. It is curious

to notice the great changes which every sixty or seventy years have made in this respect. At the time of Elizabeth, the Royal Navy consisted of 42 ships, including hulks and other iron sea-going vessels, amounting to about 17,000 tons. Charles the First could boast of the same number of ships, of the aggregate tonnage of 22,000 tons. In the reign of William the Third, we had upwards of 270 men-of-war, and they measured about 160,000 tons. At the commencement of the French revolutionary war England's Navy consisted of 450 ships, of 413,000 tons. There are now on the List of the Royal Navy in commission, 325 ships amounting to 343,700 tons and, of these, sixty-seven ships of the burden of about 117,000 tons were at Spithead on the recent visit of Her Majesty and the Sultan.

But the changes of the last fifteen years are greater even than those of the half-century, we might almost say of the whole century, which preceded them. Going back only to the commencement of the Russian War, in 1854, and taking the Baltic Fleet as the test of what England could do on an emergency, it will be found that Sir Charles Napier had under his orders several sailing ships; the Neptune, St. George, St. Vincent, Prince Regent, Monarch and Boscawen—and that the steam ships were principally frigates. By dint of great exertions, the Admiralty were enabled to collect at Spithead five steam line-of-battle ships, the Duke of Wellington, Princess Royal, Cressy, St. Jean d'Acre, and Royal George, four block ships, the Edinburgh, Blenheim, Ajax, and Hogue, with eight screw and paddle frigates, the Arrogant, Amphion, Euryalus, Imperieuse, Leopard, Dauntless, Dragon, and Valorous, and with these he proceeded on his first expedition to the coast of Russia. The largest of these was the Duke of Wellington, of 3760 tons, 780 horse power; the other liners varied from 400 to 600 horse power, and the frigates from 200 to 530 horse power, and from 900 to 2,360 tons.

At the review which was held by the Queen at the termination of the contest with Russia—two years after the departure of the first fleet for the Baltic—not only were the number and power of the ships considerably increased, but the ships of the line and the frigates were supplemented by several floating batteries, and a flotilla of gun boats. There were never more pendants flying at Spithead than on this occasion, and the spectacle was so magnificent that could the great Cleopatra have risen from her sarcophagus and been witness to it, she would have envied our Island Queen her rule of a nation which could boast of the greatest and most splendid armament that had ever floated. For the information of those of our readers who may not have the means of turning to the records of that period, we have prepared the following list of the ships which took part in the review of April 1856, with their tonnage and horse power.

Name.	Tons.	Horse-power.
Duke of Wellington	3759	700
Orion	3281	600
James Watt	3083	600
Exmouth	3108	400
Conqueror	3283	800
Cæsar	3100	400
Algiers	3340	450
Royal George	2616	400
Nile	2598	500
Cressy	2573	400
Sanspareil	2334	400
Centurion	2590	400
Majestic	2566	400
Colossus	2589	400
Brunswick	2484	400
Ajax	1761	450
Hawke	1763	200
Hastings	1763	200
Edinburgh	1772	454
Hogue	1750	450
Blenheim	1741	450
Russell	1751	200
Imperieuse	2357	360
Euryalus	2371	400
Arrogant	1872	360
Amphion	1474	300
Pylades	1267	350
Cossack	1383	250
Esk	1153	250
Pearl	1462	400
Tartar	1322	250
Retribution	1641	400
Centaur	1269	540
Dragon	1270	560
Bull-dog	1123	500
Geyser	1054	280
Forth	1228	200
Horatio	1090	250
Eurotas	1168	200
Seahorse	1168	200
Vulture	1190	470
Magicienne	1255	400
Samson	1297	467
Gorgon	1111	320
Archer	973	200
Conflict	1013	400
Desperate	1100	400

Name.	Tons.	Horse-power.
Falcon	747	100
Harrier	747	100
Vesuvius	976	280
Basilisk	980	400
Cruiser	750	60
Rattler	900	200
Merlin	889	310
Hecla	817	240
Hydra	813	220

These line-of-battle ships, frigates and corvettes were supplemented by the floating batteries Meteor, Glatton, Thunder, and Trusty, and by 109 gun-boats and 40 mortar-boats. The only sailing ships which appeared on the scene were used as pivot ships; it may, therefore, be said that as far back as 1856 England's fleet consisted of steam ships, and that the old means of propulsion, by sails alone, had disappeared. The most remarkable feature, however, in this review, as compared with that which was held in 1854, was the appearance of the flotilla of gun-boats which had been constructed expressly for use in the Baltic. What those little vessels might have done had they taken up a position in front of some of the Russian strongholds, remains a matter of opinion; what has been done with them remains a matter of history: they have been, or rather the principal number of them have been, hauled up at Haslar, and few of them remain fit for service afloat. The four floating batteries have long since disappeared as part of the strength of the Navy, and have been converted into powder depôts or something of the kind.

The purpose for which this review was held was, however, fully realized. Foreign nations had come to the conclusion that the Naval power of Great Britain had fallen below that of our continental neighbours, and that on an emergency we could not equip and send to sea a fleet capable of striking terror into the hearts of our foes; that although we might produce several fine specimens of Naval architecture, we could not more than half man them, and then only with sailors who had not been to sea for a quarter of a century. The display which took place at Spithead in April, 1856, must have dispelled all such ideas. It must have convinced the most sceptical that when necessary we could put out our strength, and produce results which no other Naval power could approach. And yet a few years afterwards many of the leading members of the profession considered that we were virtually without a fleet. As steam had superseded sails, so within a short time had iron taken the place of wood, and a writer of some experience told us that: "the great resources of the country are practically unavailable for naval war, and the danger is that before they become available during war, the honour of our flag would be temporarily destroyed. For naval war,

the country was never more unprepared than it is at present, and experienced naval officers tremble at the prospect."

There was some truth and much exaggeration in this statement. We were, no doubt, unprepared in one sense of the word: we were fully prepared in many others. The Emperor Napoleon had introduced armour-plating for men-of-war, and as we had only just learnt of this great alteration, we were, of course, not prepared to produce *instantly* ships of the same description. We had, in fact, been devoting our attention to the *personnel* rather than to the *matériel* of the Navy, and we had succeeded in establishing reserves of well-trained seamen, which would have been invaluable to us when the Baltic Fleet set sail for the Downs and the North Sea. But when the necessity arose for protecting our ships with metal, we found our Naval architects fully equal to the occasion, and instead of merely imitating our friends across the Channel, we produced the Warrior, a ship as far superior to the Gloire as the Gloire was to the old-fashioned wooden liners.

The history of the construction of iron-clads is one with which all who have taken an interest in the Navy during the last seven or eight years must be familiar. Soon after the Warrior was begun, the Black Prince was ordered to be built. Just as these were making a show on the stocks, it was discovered that there were no docks at the Royal Yards capable of receiving them; so the next two iron-clads ordered to be built were of smaller dimensions, viz., the Defence and Resistance. The pressure for more ships, the sides of which could not be penetrated by shot, was great; so it was determined to plate and strengthen five of the wooden line-of-battle ships then in frame; and shortly afterwards three more iron ships were ordered to be built. But the question now arose, what description of iron-clads was the best—long ones, short ones, high ones, or low ones? The Warrior represented the first, the Defence was a type of the second, the Minotaur was a specimen of the third; might we not also have one of the last mentioned? Captain Coles was of opinion that we might, and he accordingly introduced his cupolas, which afterwards were exchanged for turrets. Thus we have the Royal Sovereign, and we shall soon have the Captain. By the time the latter is finished, she will probably be superseded by some better design, so rapid is the progress of improvement in the construction of ships for the Royal Navy.

There were specimens of all these classes of ships at Spithead at the last Royal visit to the Fleet; but none of those which were thought so much of in 1856 put in an appearance. The Duke of Wellington was not far off, and looked as handsome at her moorings in Portsmouth Harbour, as any of those which were anchored in the Solent; but she was classed as a part of the fleet of the past instead of the "fleet of the future." The beauty of the Navy is fast departing, and whilst most of the visitors at Spithead on the 17th of last July may have admitted that the long line of iron-clads was superior in

utility to the equally long line of wooden ships, the most callous of them must have felt regret at the substitution of the ugly monsters covered with metal for the graceful ships of the wooden school.

Before proceeding further, it may be well to have before us a list of the ships reviewed by the Queen and the Sultan. The wooden fleet consisted of the following:

Name.	Tons.	Horse-power.
Victoria	4127	1000
Donegal.	3245	800
Duncan.	3727	800
Revenge	3322	800
Irresistible	2642	400
Lion	2611	400
St. George	2864	500
Royal George . . .	2616	400
Liffey	2654	600
Liverpool	2656	600
Mersey	3733	1000
Phœbe	2896	500
Sutlej	3066	500
Dauntless	1575	580
Nymphe	1084	300
Daphne	1081	300
Terrible	1850	800
Gladiator	1210	430

The armour-clad fleet was not quite so numerous, and consisted of the undermentioned, viz:

Name.	Tons.	Horse-power.
Royal Sovereign . .	3765	800
Prince Albert . . .	2537	500
Wivern	1899	350
Minotaur	6621	1350
Achilles	6121	1250
Warrior	6109	1250
Black Prince . . .	6109	1250
Lord Clyde	4067	1000
Pallas	2372	600
Bellerophon	4270	1000
Valiant	4063	800
Research	1253	200
Viper	754	160
Waterwitch	777	167

A comparison of this list with that of the fleet of 1856 shows that while the wooden ships were all of them superior in their class to those which had been considered the finest specimens of men-of-war at the last review, these very ships belonged to a school of naval architecture which has for some years been antique, and although the latter were the admiration of every one, the ugly hulls

moored opposite to them were looked upon as representing the real strength of the Navy. Whether the days of wooden vessels as fighting ships have passed, and our reliance is to be placed entirely on iron-clads, is a question into which it is not our purpose to enter at present: we will merely again record our often expressed opinion that until our Naval architects can succeed in constructing men-of-war which are really invulnerable, and can resist the most powerful artillery, we cannot relinquish our affection for the timber built ships, and we do not believe that in this race of ships and guns the inventors of the latter will ever rest until they have succeeded in producing cannon which can contain powder sufficient to propel shot, whether of steel or of chilled iron, through the thickest sides of the strongest ship.

At the same time, we are not of opinion that this mania for building shot-proof ships can be checked. Men have made up their minds that iron plates must be produced and placed on the sides of our ships, sufficiently thick to resist shot of all kinds; and therefore our leading engineers will naturally devote their thoughts towards the manufacture of such plates. On the other hand, our principal artillerymen are determined to penetrate everything which can be put on to any vessel which can float, and therefore the experiments requisite to test the resisting powers of iron and the penetrating powers of iron must be continued. It is, in fact, a neck and neck race between iron on shore and iron afloat. That iron on shore will eventually hold the prize is, in our opinion, most certain.

In deference, however, to public opinion, we shall have to go on building iron ships at a cost of about £300,000 a-piece, and continue to wonder that the Navy Estimates cannot be reduced. Such being the case, we cannot regret that successive Governments have done their utmost to increase the list of armour-plated ships, and to keep pace with foreign powers in this respect. A few years ago we were compelled to confess with shame, that England was far behind France in the number and power of iron-clads, and in the means for docking and repairing them. This feeling of disgrace no longer exists; for we know that we possess better, stronger, larger, and more seaworthy iron-clad ships than our ambitious allies. Including all classes built or in course of building, we have now thirty-five iron-clads, of which at least twenty are sea-going ships, and may be classed as ships of the line. The French iron-clad fleet consists of the following, viz:

Armour-plated Vessels Afloat.

Names.	Rate.	Horse-power.
Magenta	—	900
Solferino	—	900

Armour-plated Frigates Afloat.

Flandre	First-rate	900
Gauloise	„	900

Names.		Horse-power.
Guyenne	First-rate .	900
Magnanime	„ .	900
Provence	„ .	900
Revanche	„ .	900
Savoie	„ .	900
Surveillante	„ .	900
Valeureuse	„ .	900
Héroïne	„ .	900
Invincible	„ .	800
Normandie	„ .	800
Couronne	„ .	800
Gloire	„ .	800

Armour-plated Frigates Building.

Friedland	First-rate .	950
Marengo	„ .	950
Océan	„ .	950
Suffren	„ .	950

Armour-plated Corvettes Afloat.

Belliqueuse	„ .	450
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Armour-plated Corvettes Building.

Alma	„ .	450
Armide	„ .	450
Atalanta	„ .	450
Indienne	„ .	450
Jeanne d'Arc	„ .	450
Reine Blanche	„ .	450
Thetis	„ .	450

Many of these are less powerful ships than those of the same size belonging to the English fleet, and the workmanship in most of them is far inferior. The great difficulty of the present day is, however, not whether our men-of-war are to be of iron or of wood, or of both combined, but in what form are they to be constructed. According to some authorities, the Achilles class is the best; others affirm that ships like the Minotaur are the most serviceable; others again declare in favour of the Royal Sovereign and her consorts. The battle between the supporters of the broadside and the turret principle is as strong as was that between the advocates for wood and iron. If Captain Coles can succeed in building a turret ship of strength sufficient to resist ordinary shot or shell, capable of keeping the sea in all weathers, and having proper accommodation below for her officers and crew, there can be no doubt but that he will be a dangerous rival to any constructor of broadside vessels. At present his turret ships are not considered as part of the fleet for sea-going purposes, and, therefore, they are not viewed with that favour which they in many respects deserve. No one could pass between the two lines at the recent review without noticing the smallness of the object which the Royal Sovereign and the Prince

Albert, with the Wivern, presented to an enemy's shot; but no one spoke of them as anything more than coast defences. Another feature in the style of iron ship-building is the ram, a mode of construction which has been more generally adopted by the French and the Americans than by ourselves. A specimen of this class has recently arrived at Cherbourg from the United States, having been purchased by the French Government from the builder, Mr. Webb, of New York. She is represented as being a sea-going wrought-iron fort with 18 guns, and her dimensions, &c., are as follows: extreme length, 380 feet; extreme beam, 73 feet; tonnage, 5,000; weight of iron armour, 1,000 lb.; she is of 1,000 horse power; is built of the best timber; her bottom is flat; her sides angular, and surmounted by the casemate for her battery; her hull is built of square logs securely bolted together; and her entire structure is strongly trussed with diagonal braces of iron fastened outside the solid frame. The ram, which is 50 feet in length, is the bow fashioned into a powerful battering ram. To form it, the ship is filled in for 50 feet with a solid mass of timber, and it is armoured with a wrought-iron jacket to protect it. The armour-plates are manufactured in slabs of hammered iron, $3\frac{1}{2}$ inches in thickness, and are placed vertically. Such is the Dunderberg, the latest American production brought over to excite the wonder and interest of the Naval architects and officers of England and France.

There are other novelties in shipbuilding which require notice, especially as they were represented at the Naval Review. We allude to the mode of propulsion by the double screw and by hydraulic power. The Viper was the type of the first, the Waterwitch the type of the other plan. The first battle between the screw and the hydraulic wheel has already taken place, so we are enabled to judge a little as to their relative merits. The propelling power of the hydraulic wheel is obtained from the force and volume of the column of water ejected by the wheel from the nozzles of the discharge pipes; on the same principle that a gun recoils on being discharged, the hydraulic wheel's discharge is continuous and thus maintains the recoil of the vessel, while the discharge and recoil of the gun is intermittent.

If the column of water is thus discharged towards the stern of the vessel the latter moves ahead; if towards the vessel's head she moves astern; and if the water is allowed to run from both the forward and after ends of the discharge pipe at the same time the vessel remains stationary. If the water is discharged from the fore end of the pipe on one side of the ship, and from its after end on the other side, the ship turns round on her centre. There is no reversing the engines and the hydraulic wheel under any circumstances. A valve in each discharge pipe, worked by levers on deck by the officer of the watch, and altogether independent of the engineer of the ship, directs the water from the wheel as may be

required in propelling the ship ahead or astern, in turning her round, or in keeping her bow or stern on to an enemy's battery or ship.

The Viper, and the other ship built on the same principle, the Vixen, are each of about 740 tons; while the Waterwitch is about 20 tons larger. At the recent trial of the three vessels at the measured mile, the mean speed of the Viper was 9.475 knots at full boiler power, and 7.333 knots at half power. That of the Vixen was 9.060, and 7.347 knots respectively; while the Waterwitch went 9.233 knots at full and at half boiler power 6.141 knots. It will be seen that the speed of the double screw vessels was about the same, and that while the Waterwitch nearly equalled them at full boiler power, she was far behind them at half power. This arose from the form of the nozzle. The water with half power is pumped through the same aperture as it is at full power, and the water cannot then give to the ship half its former propelling power. This will no doubt be remedied, as it easily can be, by giving a power of contracting the nozzles according to the revolutions being made by the turbine, and thus securing the greatest possible power from the water discharge.

There were also two of the new troop ships present at Spithead on the 17th July, the Serapis and Malabar, the former intended to be employed on this, and the latter on the other side of the Isthmus of Suez, in conveying, with the Crocodile, Jumna, and Euphrates, the Indian reliefs, via Egypt instead of, as has hitherto been the practice, round the Cape of Good Hope. There were several Naval and Military officers on board them, as visitors at the Naval Review, and both branches of the service had an excellent opportunity of examining them and forming an opinion as to their suitability for performing the important service for which they have been specially constructed. We understand that all expressed the utmost admiration at the internal arrangements made for the comfort and convenience of the troops, especially for the invalids, of whom large numbers will be brought home in them. The first embarkation will take place at Portsmouth on about the 12th of this month; on which day the Crocodile will receive on board some drafts, and on the 15th she will embark the 2nd battalion of the 60th Rifles for conveyance to Calcutta.

THE WIMBLEDON MEETING OF 1867, AND THE NEW BREECH-LOADERS.

For the seventh time the National Rifle Association has held its annual meeting on Wimbledon Common; and whilst there can be no doubt that it has become a permanent institution of the country, it may be interesting to "take stock" of its effects,

in order to estimate the real service it has done to the military efficiency of the kingdom. Its vigour and vitality are manifested by its developments, as will be apparent from the following statistics of the association, from its commencement.

	1860	1866
No. of Members,	1,387	2,946
Income,	£8,452	£17,273
No. of Prizes,	67	835
Value of Prizes,	£2,238	£8,884
No. of Entries for Queen's Prize,	291	2,190
All Entries,	1,314	17,213

We have been unable to obtain the details of the present year's account, but are assured that it will most decidedly show the usual progressive improvement, and that the Association is in a flourishing condition.

And, with regard to its aid to the military efficiency of the nation, it is beyond doubt that the annual meetings at Wimbledon have improved the character of rifle shooting generally, by presenting a standard for men to strive after, and by encouraging ingenuity and skill in the construction of rifles. It inspires an interest which exerts a cohesive force upon the riflemen, sportsmen as well as volunteers of England. But more important still, and perhaps above all, is the encouragement afforded by these meetings to good military shooting, and the manner in which they raise the average shooting of the country: this, it is evident, from the annual programme of the Association, is steadily and honestly kept in view on all occasions, and constitutes its exalted claim upon the acknowledgment and support of the nation.

This *Campus Martius* of England is of some historic, or at any rate, antiquarian interest; and it is remarkable as being naturally adapted for a military position, by its altitude, (some 200 feet above the sea-level), its undulations, and its river, a stream bounding it on the west and connecting it with the Thames at Barnes. In the south of the common, "Cæsar's Camp" is pointed out—a decided entrenchment or encampment; but which puzzles, the antiquary, because in spite of its Roman name, it is not square like the entrenchments of those ancient warriors, but partly circular, after the fashion current among the Danes; and it is therefore presumed that the latter nation found the old Roman Camp fit for use, and by rounding it off, adapted it to their ideas of military engineering.

But, however curious and interesting may be this ancient connexion of the spot with its modern application, the way in which "history repeats itself" in this matter is the wonderful transformation of the thousand acres every year, from a mere heath of frogs, cattle, and sheep, into a great military town of canvas, its avenues filled with animated groups in every variety of uniform, looking round upon well-known faces, and joining in the old

familiar pursuits; official tents of council, secretary, statistics, entries, programmes, prize payments, dining and refreshment rooms, exhibition tent, club, theatre, soldiers, police, post office and telegraph, a meteorological office set up by Pastorelli and efficiently administered, innumerable tents as camp accommodation for some seventeen regiments (as there were this year, against eight last year) and, finally, a bristling array of butts and targets to receive and collect the annual shower of lead from a thousand rifles.

Apropos of this matter we suspect that the annual meetings at Wimbledon must be rapidly converting the heath into a mine of lead. After the first meeting, we made a calculation of the probable weight of lead thus scattered on the heath, from the known quantity of ammunition supplied by the Association, and found it to amount to a notable figure, which, however, we have forgotten; and as the expenditure of lead has gone on increasing, there is a probability that the Association might even now collect a quantity of the metal sufficient to found a Wimbledon Lead Prize for competition.

How do they rule and regulate this mighty Olympian Game of England, at which the winner of the Queen's prize might give his name to the year, as an epoch, after the fashion of the ancient Greeks? It must be admitted that Captain Drake, R.E., the engineer officer in charge, Captain Costin, the executive officer of the Association, Captain M'Kay, General Hay's right hand at Hythe, Captain Mildmay, the time-honoured secretary, and all the other officials, display no small amount of aptitude for military organization by the complete success of all their arrangements. Although many of the arrangements for shooting, which seem this year to have been made with more than ordinary forethought, were, for a time, quite thrown out by the inclemency of the sky (firing having in some cases to be entirely stopped, from the impossibility of marking), the whole of the competitions were got through within the allotted time, and on the eve of the day of distribution every prize had its winner declared.

It was impossible not to be struck with this admirable organization and order, combined with that gushing and overflowing hospitality with which the Volunteers of England have ever identified themselves, and which they have raised to a glorious climax in the present year of Grace.

It must be regretfully recorded, however, that the meeting this year was deprived of much of its wonted character by the bad weather. It never presented the same gay scene of former years, when all thoughts of rain being dismissed, there was always an abundance of silk and muslin in the camp. It may be asked, why should the ladies go to Wimbledon Camp? Why, indeed! so we not remember the pretty lay of the Austrian maiden Dinging gaily—*Das Pferd ist des Kaisers, der Ritter ist mein*

"The horse is the Kaiser's, the rider is mine?"

So, in like manner, we doubt not, many a gentle heart (in muslin or silk) at Wimbledon Camp beats proudly as the thought comes home—

“The shot is Old England’s, the shooter is mine.”

And nothing could be more graceful and appropriate than that the prizes should be presented by Her Royal Highness Princess Mary Adelaide, representing Her Majesty the Queen.

Possibly the presence of a detachment of the regular army at the review was a compliment to the Sultan; but the precedent will be followed, we doubt not, in future, not only as an exalted recognition of the Institution, but also as a means of stimulating the efforts of the Volunteers by the bearing and movement of their great model.

The meeting together annually of so large a body of Volunteers from all parts of the kingdom is of inestimable benefit to the force and we may even add, to the country generally. There is no occasion or occupation which is so calculated to foster a friendly intercourse between all classes as the Wimbledon Meeting and its rifle competitions. Well, did Lord Elcho say, in his farewell speech to the council chair, that if he desired to show a foreigner of what stuff Englishmen of all classes are made, he would invite him to Wimbledon. “One thing there was,” he said, “above all others which had enabled the council to succeed in their undertaking, and that was the conduct of the men with whom they had to deal, the readiness, the good-humour, the discipline,—in a word, the character, which was shown by the Volunteers at Wimbledon. There you might, indeed, hear the ring of the rifle, but you also heard the ring of the true metal of which Englishmen are made.” In like manner, Colonel Colville observed:—“By day and by night, and notwithstanding the trying weather, the utmost regularity has prevailed, and every order that has been issued has been most cheerfully and punctually complied with.”

With men so well constituted, it is no wonder that their active and intelligent mind should fructify every opportunity presenting itself to add to the interest of the meeting.

Accordingly, the Wimbledon Camp has its annals of literature—three several magazines, containing effusions both of pen and pencil, and each produced by a single corps in the Regimental Camp. First, there is the *Earwig*, a publication connected with the *Earwig* prize competition. This ingenious scheme of making the two attractions of mutual benefit by confining the prize to purchasers of the paper, answered extremely well last year, and we doubt not that when the present list of entries is made up it will be found as numerous as before. The final prize in addition to the bull’s eye pools in the first stage, was this year a handsome claret jug, mounted in silver, with a gilt effigy of the friendly insect perched on the lid. The *Earwig* of Wimbledon is the produce and publication of the *Victoria Rifles*—one of the oldest, if not

the oldest of the Volunteer Corps in the Kingdom ; having been, we believe, among the most energetic at the commencement of the Volunteer movement, under the prudent guidance of its Lieutenant-Colonel, the Duke of Wellington.

To the 1st Middlesex Artillery the Camp is indebted for a more ambitious publication, called the "Handspike." It is exceedingly well got up, in the style of the most tasteful of the monthly magazines, and profusely illustrated with woodcuts, some of which, especially the most grotesque, exhibit no small artistic talent. The letter press comprises prose and verse of a light and humorous character, together with one or two articles of more serious interest. There are short dramas of a thrilling nature, and more than one ballad of a sentimental character. As a specimen of the latter class, we give the *denouement* of a love tale, of which the previous incidents are fully recorded. The ultimate fate of the hero and heroine was that—

He entered the far-famed 1st Middlesex Corps,
And devoted his leisure to gunnery,
And the proud Isabel, most distressing to tell,
Lived single and died in a nunnery.

Finally, we should call attention to the result of the excellent sanitary arrangements of Wimbledon Camp, disclosing the remarkable fact, connected with the late meeting, that, with an average of 2,057 men of all classes who slept under canvas every night, not more than twenty slight attacks of disease supposed to be incidental to camp life, occurred during the whole period, thereby demonstrating not only the adequacy of the arrangements but also the wisdom of the council in selecting this particular locality for the annual meeting of the Association, which besides furnishing all the necessary requirements for target practice, may also prove of material service to many of the members of the Volunteer Force as a health resort, particularly to those whose daily avocations confine them to crowded towns. To such this annual fortnight of camp life must be an invaluable benefit. Nothing can be more satisfactory than the Medical Report of Wimbledon Camp, presented by Mr John Wyatt, Surgeon Major and Surgeon to the National Rifle Association.

Such are the leading points of interest centred in the annual meeting at Wimbledon; and they are, we submit, amply sufficient to commend the institution to the fostering aid and support of all classes and professions of men—the entire nation which there finds attested every year the power of its men to defend their Queen and country against all-comers—the guarantee of the material of which our soldiers consist—and the proof that Old England still holds the foremost rank in the use of the rifle as she did of old in that of the long bow, concerning which it was written in one of the oldest books on Archery—"If you would know more of archery, go to England, for that is their

business there." Most assuredly the Rifle is England's business now, and from Wimbledon she announces the fact to the nations. As Lord Elcho observed, "upon the permanence of this institution will depend the inviolability of English soil from foreign foes."

And here a tribute of respect and recognition must be paid to him who, if not the founder of the institution, was its most energetic promoter by word and deed—Lord Elcho.

While everyone admits that no more admirable, more business-like successor in the office of chairman of the council could be found than Lord Spencer, the first sensation excited by Lord Elcho's withdrawal from his accustomed position—a step taken, as will be seen, in the interests of the Association itself—was one universally of regret and some surprise. It is said, and the argument perhaps is irresistible, that in everything connected with the Volunteer movement new blood is indispensable, and hence Lord Elcho was strenuous in urging that the office of President of the Council should not be held by permanent tenure. Be that as it may, certain it is, as Lord Spencer declared, that Lord Elcho's name has become a "household word" among the Volunteers, and that the Volunteers of a future generation will learn to regard it as that of one to whom the early success of the movement is mainly due.

We now come to the consideration of the results of the Wimbledon meeting.

All the shooting this year showed an advance towards the perfection which is rapidly making England the model of all nations in the use of the rifle, whilst her workmen bid fair to surpass all others in its design and construction.

It was but natural that the grand interest of Wimbledon at the last meeting, should be the contest of the military breech-loader, originally founded by His Royal Highness the Duke of Cambridge.

The establishment of this prize seven years ago, long before the events which have given such importance to the weapon, does great credit to the prescience of the Duke of Cambridge, and is another instance of the many which demonstrate his thorough fitness for the exalted and responsible position which he occupies.

The breech-loading trials have been by far the most important competitions of the meeting, as tending to furnish some measure of the progress which has been made in the production of that class of weapon which has now practically superseded every other, and, perhaps, still more important, of the proficiency of Englishmen in its use. The success of the Government arm and ammunition was complete. To be first in three out of six competitions, and second and third in the remaining three, is about as signal a triumph as any arm could expect to achieve. This

was the result of the Snider rifle at Wimbledon. It took the first prize at 500 yards in the Duke of Cambridge's prize, the first prize in the "sixth series" for "any breech-loaders or repeaters," at 200 yards—and the first in one of the two "any rifle" sweepstakes. In the 200 yards, "Duke of Cambridge" it was second, in the extra prize ("any rifles") it was second—and in the second sweepstakes it was third. It is very satisfactory to have such conclusive proof of the superiority of the arm with which the rank and file of our Army will be equipped, whilst every nation is rapidly converting her muzzle-loaders into breech-loaders, and casting about to find an improved model for the small arm of the future.

Two rounds a minute, with good aim, was about the average of fairly-trained men with the Enfield muzzle-loader, firing as rapidly as possible. To judge from the results of the practice at Wimbledon, eight or nine rounds per minute ought in the future, to be about the average rate of the fire of British Infantry when dealing with an enemy at sufficiently close quarters to make rapid firing effective; and the scores at Wimbledon have shown that, in the hands of *experts*, much more rapid firing and admirable shooting can be got out of the weapons.

Well, has it been observed that when we consider that the arms and ammunition with which these results were achieved, were the ordinary supply arms of the service, *bonâ-fide* rack rifles taken from the Tower, that one of these rifles had already fired no less than 30,000 rounds, when we reflect also that the men who take the majority of the prizes, although good Enfield shots, had never handled a Snider rifle until a fortnight previous to the meeting, and that there were pitted against them many first rate shots and some of the first breech-loaders of the day—such as the Henry, Joslyn, Fosberry, Rennington, Peabody, five of the arms selected by the sub-committee on breech-loaders to compete for £1,000 prize—and, finally, that although many private Snider rifles and much private ammunition competed, the plain Government arm and Government cartridge, such as our troops use, carried the day—nay, that the very excellence of this ammunition led to a compliment on the part of those who could not use it—when we compare these results with the noisy apprehensions as to the *failure* of the system, and when we set them beside the fact that not six months ago one of the most influential of our weekly contemporaries was crying out for the suspension of the conversion of our rifles, it seems to us desirable that the utmost publicity should be given to the success which the Snider system has achieved, and which it is now, we think, impossible to gainsay.

It may be interesting, however, to consider the peculiarities and capabilities of the various breech-loaders brought forth by the Wimbledon meeting. The Snider rifle, being now pretty generally in the hands of the infantry, does not require any very

lengthened description. The breech-block which carries the piston for exploding the cartridge being inserted in the rear end of the barrel, the breech-block is turned over to the left, where it is caught and locked by a spring stud. After being fired the stud is released, the chamber turned over to the right and drawn backwards along the bar. The latter mode is that usually adopted in rapid firing, but as the breech-block is on the way of the case when it falls out of the shoe, in the hands of an untrained or an awkward man, a considerable amount of shaking and twisting, especially with inferior ammunition, takes place before this operation is effected. The splendid score of 133 marks in five minutes at 500 yards, and several excellent scores at 200 yards, were made by two excellent shots carefully trained to show the capabilities of the arm.

The obvious defect just mentioned in what is otherwise an unquestionably sound, safe, good gun, has led to two modifications of the system, both of which possess great merit. The first is by Colonel Bouchier, a gentleman who has paid much attention to rifles and projectiles. In this the breech-block is hinged on the opposite side, and the extractor is worked separately by the finger. The extractor prevents the breech-block from falling over while the gun is being slightly tilted to get rid of the empty case. In the hands of Sergeant Bolt, of the Royal Marines, this Bouchier rifle proved itself a highly efficient weapon. In 26 rounds at 200 yards, in three minutes, this rifle made 71 points; and in 35 rounds, at 500 yards, in five minutes, it made 28 points.

Armourer-Sergeant Warry, of Chatham, shewed another exceedingly ingenious modification of the Snider principle. His breech-block is also hinged on the left side. The act of opening perfectly extracts the case, and fixes the breech-block till the empty case is tilted clear of the shoe. This rifle was tried by one of the Hythe staff-sergeants, and found to work perfectly, after having been examined and approved by such excellent judges as General Hay, Earl Spencer, and Captain Fairclough.

The Joslyn breech-loader attracted much notice for its simplicity, strength, and apparent adaptability for military purposes. It is an American invention, firing the copper-case rim-fire cartridge. This system consists of a breech-cap hinged on the left side of the barrel, the fore part or recess of which fits over a metal ring formed on the end of the barrel, and a projection on the lower part of the breech-cap fits a corresponding recess cut in the shoe, into which the barrel is screwed. The cap is held, when closed, by a knob on the right hand side, and is still further secured by the locking of the hammer after the piece is fired. The extractor, which is a simple slide without springs of any kind, is worked by a wedge-cam, attached to the hinge in such a manner that, upon opening the breech, motion is given to the slide, and the cartridge is completely ejected. This rifle won the second and

third prizes at 500 yards, and the third prize at 200, and is one of the nine now under trial at Woolwich. In 31 rounds, at 200 yards, in three minutes, it made 80 points; and in 41 rounds, at 500 yards, in five minutes, it made 99 points; but on another occasion, 104 points in 40 rounds.

The Witney rifle is on a new system of breech-loading, as far as we are aware. Its first appearance was at Wimbledon, where it practically demonstrated its efficiency. The breech arrangements consist of a bolt or plunger, moved to and fro by means of a powerful lever and fulcrum. The act of loading is performed by grasping a thumb-piece attached on either side of the lever, and by raising the lever perpendicularly to the barrel. Two very powerful flanges are lifted from either side of the bolt, which, at the same time, is withdrawn from its recess at the rear end of the barrel; the cartridge is then dropped into a slot, from which the lever has been lifted, in front of the bolt; the palm of the hand is now used to press upon the upper part of the lever, which has the effect of forcing the bolt back into its recess, driving the cartridge up into the barrel. At the same time the gun is cocked by means of a detent beneath the bolt, which catches a piston as the bolt is drawn forward. The flanges before mentioned entering into the side of the bolt, take the recoil and securely lock the breech by one motion. By pulling the trigger the detent is released, and the piston is driven forward by a spiral spring to fire the cartridge; by repeating the motion the empty cartridge-case is withdrawn by means of extractors placed on either side of the bolt, and is thrown out by means of a small lever attached on the side of the stock. Daw's central fire cartridges were used with this rifle, the merit of which is proved from its having carried off five of the prizes at Wimbledon, although in the hands of men quite inexperienced in its manipulation.

The Soper, single action breech-loading rifle, also gave favourable results at Wimbledon. The breech-piece of this rifle is formed of a block of steel, having the striking-pin mounted inside the block, so as to work freely without any spring. The breech-piece works up and down in a vertical slot in the breech of the rifle; it is secured to a lever fixed at the bottom of the lock, which is placed in the centre of the stock. The cock is also secured to the lever—in such a manner that both are worked together—by a swivel. This is furnished with a projection and a recess suitable for working the ejecting lever; so that by one motion of the lever the breech is lowered, the lock cocked, and the old cartridge thrown out of the rifle. The trigger is mounted on the lever, and has no connexion with the sear until the breech is placed home, when, upon the pressure of the safety-trigger with the middle finger of the right hand, the rifle is ready to be dis-

charged by the pressure of the forefinger on the trigger in the ordinary manner.

It will thus be seen that this rifle can in no case be fired by accident, yet, when loaded, it is always at full cock, and ready for immediate use. For cleaning purposes the lock and breech-piece can be taken out by withdrawing two screws in a few moments, although the rifle may be fired several hundred times without this being required.

Unfortunately this rifle is by no means sightly, but its practice was very satisfactory. It fired 32 rounds in three minutes, at 200 yards, and made 75 points; it fired 48 rounds in five minutes, at 500 yards, making 90 points. Moreover, it can be loaded and fired with great rapidity without being removed from the shoulder.

Several of the rifles exhibited at Wimbledon borrow largely in principle from the Mont Storm, which is acknowledged to be the best capping-breechloader that has been under trial of the Ordnance Select Committee. In the Mont Storm the chamber is hinged on to the barrel at the fore-end, and is secured in its place for firing by a bolt worked with the hammer. This safe principle has been followed in three of the rifles exhibited at Wimbledon, namely, the Albin and Braendlin, the Fosberry, and the Selwyn. The latter claims only the invention of an ingenious form of copper-case central fire-cartridge, and the best modification of the Mont Storm to use his cartridge. In the Albin and Braendlin rifle, the Mont Storm chamber is replaced by a solid plunger or breech-block, which carries the piston. The piston is a small pin working in a communication between the bolt-hole and the inside of the chamber, as in Captain Selwyn's rifle; but as the central fire-cartridge is inserted into the rear end of the barrel, an extractor is necessary: and this is supplied by an ingenious and effective manner, so that the empty case is completely drawn out of the barrel, and by a little knack in working the breech-block, is thrown clear of the gun. This arm is one of the nine now undergoing a competitive trial at Woolwich. It was not fired at Wimbledon, its merits being sufficiently established already.

Major Fosberry's rifle also resembles the Mont Storm in the form of the plunger or breech-block, and in the effective mode in which it is secured, by means of a bolt worked by hammers; but it has several features of novelty and merit. The lock is novel and simple, and as the bolt securing the plunger is worked by the hammer, it is impossible for the gun to be fired until it is safely fastened. In this system the rifle has to be cocked by hand. Seventeen rounds per minute have been fired from the gun, by the inventor, in a trial for mere rapidity without taking aim. In 24 rounds, at 200 yards, in three minutes, it made 50 points, but also made 61 points in 22 rounds. At 500 yards, in five minutes, it fired 41 rounds, making 61 points, and 64 points in 33 rounds.

In the Remington rifle, which took several prizes, the barrel is above the small of the butt; the breech block is hinged immediately behind it, and is locked immovably at the moment of firing by a sort of exaggerated tumbler to the hammer. The Remington fired 30 rounds in three minutes, at 200 yards, making 61 points, and 65 points in 23 rounds; at 500 yards it fired 37 rounds in five minutes, making 58 points.

In the Russ, the Soper, the Witney, and the Carter and Edwards, there is a principle in common borrowed from the famous Prussian needle-gun, but carried out in each case in a different manner, namely, doing away with the separate act of cocking, which in all these is performed by the manipulation of the breech-block. The Carter and Edwards has externally very much the appearance of the needle-gun. As many as 37 rounds were fired in three minutes at Wimbledon, by a man who had never before handled the arm. The Russ fired 22 rounds in three minutes, at 200 yards, making 45 points; the Carter and Edwards 33 rounds in three minutes, at 200 yards, making 65 points, and 74 points in 31 rounds.

The greatest novelty at the meeting was a new American rifle called the Hammond. In this rifle the breech is hinged on the small of the butt itself, and has a *cam* motion, by which it advances and recedes. The extractor is worked by a strong spring. There is a stud on the top of the breech-block which, on being pressed, allows the block to turn to the left, and thereby recede. In skilled hands this system appears capable of the highest possible amount of rapidity, with absolute safety and efficiency, although the recorded performance at Wimbledon is not very brilliant, namely, 31 points in 22 rounds, and three minutes, at 200 yards.

The Westley Richards' principle consists of self-consuming cartridges, so that there is no necessity for extracting. This rifle was withdrawn early in the competition, but it made 70 points in 28 rounds, at 200 yards, fired in three minutes. If this system can be made compatible with durability of the arms and good shooting, its simplicity makes it superior to all others.

First in order of merit, for combined rapidity and accuracy is undoubtedly the "Henry" breech-loader. The barrel of this rifle is above the small of the butt, with a strong iron open-ended chamber in the rear. The stout iron breech-block works vertically through the body of the gun by means of a movable trigger guard, on the plan first generally seen in this country in the American Sharp's rifle. The lock is of the ordinary description, and capped in the usual way; but the hammer acts directly on a piston working in the breech-blocks, by which the central fire cap of the cartridge is exploded. This rifle is eminently strong and safe, for it cannot be discharged until the breech-block is securely locked in its place. On pulling down the trigger-guard, the breech is opened, ejecting the empty cartridge case. Some excellent shoot-

ing was made with this rifle, which was the only one using the heavy charge of 85 grains of powder. Mr. Oswald, of Perth, with the .577-gauge Henry, twice in succession got off 40 rounds, in three minutes, and on one occasion scored 106 points, taking the first prize in the extra series for rapid firing. With the .451 Henry, Mr. Parquharson won the first prize in the first stage of the Duke of Cambridge's Prize, at 200 yards; and Mr. Ray won the Duke's prize (£50,) itself with the same rifle, 7 shots at 800 yards, making 20 points, in a gale of wind, with military sights. According to the returns, the Henry, small bore, fired 32 rounds in three minutes, making 92 points, at 200 yards; and 39 rounds in five minutes, at 500 yards, making 81 points; the Henry, large bore, fired 38 rounds in three minutes, at 200 yards, making 106 points; and in 38 rounds in five minutes, at 500 yards, making 92 points.

It is proper to state, however, that this arm was protested against by Messrs. Westley Richards and other competitors, on the ground that it was substantially a match rifle, with which strictly military arms were unfit to compete; but the committee decided that the Henry rifle does not infringe the spirit of the rules. Time will show whether, as is confidently stated by some, that "it fulfils all the conditions of the best military rifle yet out." In this controversy we are by no means disposed to join, but, as remarked in a leading contemporary, while fully admitting the value which these competitions may have as exponents of the merits of different systems of breech-loading, it is well to recognize the fact that their importance will depend entirely upon the conditions of the trial. It is quite possible to make the breech-loading competitions—those for military breech-loaders especially—as mischievous as, under proper management, they may be made useful. Clearly, if the trial be so arranged as to afford an indication only of certain qualities of an arm, while other qualities not less essential, are subjected to no test whatever, and if the arm which, under these circumstances, acquits itself best at Wimbledon becomes, in consequence, established in the eyes of the public as the best military arm out, a dangerous, although involuntary deception may have been practised. Of course, the successful arm may be capable of fulfilling all the conditions imposed by military service; but, on the other hand, while performing brilliantly in one or two directions, it may be altogether wanting in some fundamental requirement; and such an arm would obviously be an inferior arm for military use to a weapon classed below it in the competition, which would be capable of giving moderately good results "all round." In short, if the competition be not made complete in every respect, it must produce one of two results. Either, while professing to afford a test of the capabilities of different arms for a particular service, it will in reality afford a test only in one direction; or, in the eyes of well-informed men, the competition will come to possess no practical value what-

ever, which, as it seems to us, would be the lesser evil of the two. There is a third disadvantage which must belong to these competitions, unless they are very carefully watched and conducted, namely, the openings which they afford for unscrupulous puffing. The recent competitions were very far from being free from this, and indeed they were surrounded probably with more unpleasantness and acrimony than all the rest of the Wimbledon matches put together.

The conditions of the contest must be framed so as to obtain something like a crucial test of the merits of the various systems. Now, such a test was very far from being afforded by the competitions of this year, which were directed professedly to establishing only the rapidity and accuracy of the arms. Rapidity and accuracy are, no doubt essentials of first-rate importance in a breech-loading arm, and to this extent the test was very fair and good, especially as it brought out many of the finer qualities of the arms and ammunition,—their safety, certainty of action, ease of working, shooting capabilities, &c. But for military service, arms and ammunition are required to possess other qualifications. They must be capable of enduring exposure to damp, to different climates, and to rough usage; they must be durable under continued wear. The practical accuracy of the arm will depend upon the non-fouling qualities of the ammunition, which latter also must be capable of being loaded and withdrawn, even if the cartridge should have been disfigured by the effects of transport, or subjected to the action of damp.

With respect to these conditions, the recent Wimbledon competitions afforded no test whatever. There were arms and cartridges competing at Wimbledon as military breech-loaders, which would have broken down in a week's campaign in hot or wet weather.

In conclusion, after the performance of the Government Snider this year, it seems desirable that in future, in the competition for the Queen's and other more important large-bore prizes, the Enfield should be superseded by the Snider, which has taken the second place this year in spite of the manifest disadvantage of being a converted weapon. And we further submit that there should be a prize for *volley and file-firing*, and skirmishing among the corps, which would still more enhance the military import and value of the Wimbledon meetings.

FOREIGN SUMMARY.

Paris, Aug. 23.

The most important event that has occurred of late is the visit of the Emperor and Empress of France to Austria. What has passed between the emperors, and the emperors and their ministers, only themselves and the telegraph know. If anything were wanting to

show people how little reliance can be placed on the telegraph, they need only read the accounts it gives of what passed at these interviews. The emperors were alone at some of them, and when they were not, only their ministers for foreign affairs were present, and it is hardly likely that any of these would reveal what had passed; therefore, the telegraphic agents, or one might in most cases limit it to agent, must have drawn on their imaginations for the news, which is what they do probably in most cases. Supposing it to be true that Prince Metternich was publicly thanked for his services in bringing about a thorough good understanding between the two emperors, we may infer that the two emperors are themselves satisfied that a thoroughly good understanding has been established between them. There is no reason to doubt that the chief desire of the Emperor of France is the maintenance of peace; and an alliance with Austria is the best that France can make, provided, that is, that England continues its policy of non-intervention, which everybody on the continent expects it will. An alliance with Austria might in the event of a war between France and Prussia draw to the side of the allies Bavaria and other of the South German States, as well as Denmark, which has just shown its sympathies with France by giving the deputation of French journalists and others a most enthusiastic reception. If the contest between France and Prussia, which so many who affect to be particularly well-informed continue to say will come off in the spring, should really take place, it is not likely to be from the fault of Prussia. The Prussian rulers know quite well that nations do not allow themselves to be surprised twice in a short time, and that in a war with France it would not find an army unprepared to encounter the formidable fire of breech-loaders, nor likely to have its *morale* depressed by the sight of a little more slaughter than usual. At the same time, Prussia is aware of its strength, and that if it is elbowed by France it will be because the latter Power is determined to provoke a contest, and that no concession it could make would be likely to prevent it; Prussia, therefore, it may be presumed, would obstinately refuse to make the slightest concession. The belief is general throughout the latter country that France is drawing her resources together, purchasing horses wherever they are to be had, and otherwise putting herself in a condition to beard Prussia. Returning to the meeting of the emperors, we shall be safe in believing that personally they have a great desire to remain on friendly terms. Francis Joseph seems to have been a man who has been humbled by adversity, and the uncomplaining manner in which he has borne his misfortunes has generated the belief that he has been hitherto the victim of circumstances; it has certainly obtained for him a great deal of public sympathy. The Emperor of France is a man of a generous mind; he cannot, therefore, but remember that it was his own hand which struck the first blow at Austria, and showed its adversaries its weak points, and also weakened it in a very

material degree. To him, therefore, may be in a great measure attributed the success of Prussia. That he would like to atone for this if he knew how there is little doubt, and if he could gratify the Emperor of Austria at the same time that he humiliated Prussia, the two results combined would have much to do with the course he would take if an opportunity of effecting them should arise. There is, however, a great difference in the position of the two emperors; the Emperor of France really does possess the power of entering on a war if he sees fit; and though no war would be popular in France at the beginning, a war with Prussia would be the least unpopular of any. The Emperor of Austria, on the other hand, has little real power; he is surrounded by checks on every side—real practical checks, involving the continuance of the empire as it exists at present; which is all the better for mankind, at least, on the continent, for if it did in reality possess the power it was supposed to have ten years ago, the chances of the maintenance of peace would be considerably less than they are now.

That the Emperor and Empress of Austria shall return the visit of their present guests two or three months hence appears to be a positive engagement, but the report that the Queen of England will meet them in Paris, though asserted just as positively, is a good deal more doubtful.

If the value of the recent purchases of iron-clads by France of the United States Government is to be estimated by the performance of those vessels since the transfer of the ownership, the former country will not have much cause to congratulate itself on its acquisition, both of them having broken down immediately after leaving New York, and being, therefore, forced to put back again. The following description of her build and performance is evidently written by an American.

The Dunderberg is a clipper, sea-going, wrought-iron fort, mounting 18 guns—4 15-inch and 14 11-inch. She was launched on the 22nd of July, 1865. Her dimensions are as follows:—extreme length, 380.04 ft.; extreme beam, 72.10 ft.; depth of main hold, 21.07 ft.; height of casemate, 7.09 ft.; length of ram, 50.00; draught when ready for sea, 21.00; displacement, 7,000.00; tonnage, 5,090.00; weight of iron armour, 1,000 lb. She has six main boilers and two donkey boilers. Her actual horse-power is 5,000; her nominal horse-power is 1,500. She is built of the best of choice timber. Her bottom is flat, her sides angular, and surmounted by the casemate for her battery. Her hull is built of square logs, securely bolted together, and the seams calked inside and out. The entire structure is strongly trussed with diagonal braces of iron fastened outside the solid frame. Hence it seems almost impossible that she could be damaged by any ordinary disaster—at least to any great extent. The armour-plates weigh 1,000 tons. They are manufactured in slabs of hammered iron, $3\frac{1}{2}$ inches

in thickness, and 12 to 15 feet in length, and 3 feet in width. They are placed vertically, therein differing from other iron-clads on which the plates are placed horizontally. The pilot-house is on the forward upper deck of the casemate. It is 8 feet in height and 11 feet in diameter. The engines are able to work the screw at the rate of 45 revolutions per minute at an ordinary and regular rate of speed, although in case of need they can be worked at the rate of 80 turns per minute. The speed of the ship at maximum is 15 knots per hour. The "dependencies" which project from the stern of the ship, and are a continuation of the after main deck, protecting the screw and rudders, have been discussed unfavourably. Doubtless, they do retard the speed of the ship to some extent, but experience has fully approved the wisdom of their design. They do not affect unfavourably the steering of the ship, and they will not only protect the screw and rudders when in action, but promote the buoyancy of the vessel while in motion.

The desertions from the Antibes Legion have caused Marshal Niel to address a letter to the colonel commanding, in which he seems to hint that in default of any other cause, it is in some way to be attributed to the colonel himself. The Legion, he says, has no reason to envy the soldiers that form the French army. Its officers hold a suitable grade in the army of the mother country, they serve a cause which they volunteered to defend, and yet they abandon it at the instigation of foreign agents, well knowing that they cannot show themselves in France, for if they did they would be sent to serve among the Zephyrs in Algeria without the hope of release until their term of service had expired. He grieves over the stain these desertions have cast on the army generally, and hopes they will redeem the character of the French soldier by their future conduct. He expresses his confidence in the colonel, and his belief that the whole body of officers will encourage and animate the privates to do their duty by their example. He stimulates them to do this by the assurance that the Emperor and his Government have their eyes on the Legion, and watch its conduct with a peculiar interest; and, by way of encouragement, he will reward certain non-commissioned officers in the manner proposed. The Italian Government is not quite satisfied with the Marshal's letter, and has addressed a communication to the French Government on the subject.

The doings of the so-called Liberal Committee, or rather the talking of the crack-brained individuals who find their little gratification in imagining they direct the conduct of Rome, but who in reality have probably as little real influence as the Hull Foreign Affairs Committee had on the policy of the British Government, have been silenced of late by the presence of that awful spectre the cholera, or as some say the Black Death, the traditions connected with which have come down to us from the middle ages. The suddenness with which people are attacked and die, and the

appearance they present, agree with what has been related of the last-named epidemic. The deaths of the ex-Queen Dowager of Naples, Cardinal Altieri, and other persons well-known throughout Italy, though little known elsewhere outside court circles, have caused a panic that of itself pre-disposes every person to the disease. The poisoning of the wells and fountains is believed in almost if not quite as extensively as it was in the fourteenth century, and several persons have been wounded or killed on suspicion of being the guilty parties. The unfortunate tendency of this belief is to instigate half or wholly mad persons to do the very thing they hear so mysteriously hinted at by persons who ought to know better, and so loudly proclaimed by the ignorant, who have no better guide than their vicious and ill-guided imaginations. In the hour of their trouble they have recourse to their priests, so that the raging of the pestilence is the opportunity of the clergy. If the adoption of a more enlightened creed were a consequence of their abandonment of the doctrines of the Roman Catholic Church, it would reconcile many to the fall of the Papacy, but this is not the case; the repudiation of the doctrines of that church is only another way of announcing the adoption of infidelity. So long as the cholera continues in the city, it is said the Pope will remain in Rome; indeed, there is no place he could resort to where he would be safer than in the Vatican.

Garibaldi is said to be conducting himself in a manner highly gratifying to those who hate him for the injuries he has caused to those they love with that insane devotion which characterised many of the followers of that Stuart whom they considered the rightful heir to the throne of England. His best and truest friends, and at one time he had many, especially in England, are now falling away from him, ashamed to acknowledge him; while others who only fell in with the fashion of the day, do not care a farthing about him; and those who still adhere to him do so because they are blind to his errors of judgment; the greater part, however, seek only to use him as a tool for the furtherance of their own plans, which it is hardly possible to dispute are his also, for he has openly thrown in his lot with the most advanced of the revolutionary party. The delusion which prompts many persons to write letters on all kinds of things under the impression that they know how to write has laid hold of him, and if some of the letters published that have been attributed to him were really written by him, it is pitiful to see a man who has occupied so great a place in the creation of a kingdom gradually frittering away the glory he acquired, and which it is permitted to so few men to achieve. That he is acting in opposition to the avowed wishes of the Italian Government does not prove that he is not secretly encouraged by it, but in this instance the interest of the Italian Government is entirely opposed to the overthrow of the temporal power of the Pope at present. The passage of the Church Property Bill and the means

of taking the greatest advantage of it is quite enough to engage the whole of its attention.

The Spanish throne, which has so long been tottering, is supposed to be at last near its fall. The opinion is not derived from one source, or one section of politicians, but is looked for with hope by some, and dreaded by those who desire to see a better state of things, but cannot discover what or whom to put in its place. The King of Portugal has many supporters in Spain, but his own subjects have an especial objection to his becoming King of that country, because they fear that they may be absorbed in that nation; that Portugal will, in fact, be to Spain what Naples is to the rest of Italy. Such a fear is supported by examples. If it is difficult for a man to serve two masters, so it is for one king to rule two countries, unless their interests and language are precisely the same, and they desire to attain a common object, a combination of circumstances which cannot be expected. The arrests in Spain are more numerous than ever, but less is said of brutalities attending them, a strong proof that those who effect them are beginning to doubt the stability of the system they support, and are thinking of the desirableness of making for themselves friends in the days of their approaching adversity.

The newspapers dare not publish anything about the movements of the insurgents except what is given them by the Government, and though they devote a considerable part of their space to describing how the elephant Pizarro had fought three nameless but particularly savage bulls, and broken the back of one of them, all very interesting to Spanish readers, no doubt, they tell us next to nothing of what may be the beginning of the end of the existing state of things in Spain.

The Prussian army is just now distributed in 273 garrisons, 229 of which are in the old Prussian provinces. There are seventeen in Hanover, sixteen in Schleswig-Holstein, seven in the Electorate of Hesse, three in Nassau, one in Frankfort. The total number of troops in the newly-acquired territories is 44,840, thus constituted: fifty-five battalions of infantry, forty-eight squadrons of cavalry, thirty-eight batteries of artillery, three battalions of chasseurs, three of pioneers, and three waggon train.

A little anecdote like the following tells more of the internal condition of Russia than a host of enlightened government enactments; it is published in the organ of the old Russian party, and may be very briefly told, though the end is not yet. A certain judge wanted a merchant to lend him money, which the merchant refused to do. The judge next invited him to meet some friends at his house; he accepted the invitation, but when asked to play he refused, and took particular care not to take any part in a mock dispute that was got up by them. On attempting to leave, he was set upon by the company, cuffed by them, and his clothes nearly torn from his back. As he still persisted in his refusal, he was

treated with still greater indignities. Meanwhile a messenger was sent to the merchant's wife to tell her that her husband would not be set at liberty until she handed to the messenger ten thousand silver roubles. Instead of doing this she went herself to the judge's house to see what it all meant. Her husband having given a positive refusal, they tied his hands and feet, and removed as much of his clothing as it was the custom to remove when flogging was in use in our public schools, and in this shameful condition he was flogged in the presence of his wife. When this was over, the judge said to him, "We have differed in principles, but I hope after this you will see fit to change your opinions." On the merchant making a formal complaint to the Governor of the province, he was offered three thousand silver roubles to hush the matter up. Eventually he carried his complaint to the Minister of the Interior, who ordered an inquiry; the final result was that the justice who had committed the flagrant outrage was condemned to pay a small fine. It remains to be seen what course the Emperor will pursue when the matter comes to his knowledge.

The *Nord* has the following from St. Petersburg:—

"While a dead calm continues to prevail here a certain amount of animation is to be remarked at Cronstadt, where we have successively received the visits of the Swedish and American navies. Admiral Farragut arrived at Cronstadt on Saturday, the 10th, on board the frigate Franklin, accompanied by a corvette. On entering the roadstead the American frigate hoisted the Russian flag and fired a salute of twenty-one guns, which was returned shot for shot by the fortress, which displayed the American ensign. Another salute of seventeen guns was exchanged between the Franklin and the ships moored in the roadstead. Rear-Admiral Lesovsky, commander of the port, immediately visited the American Admiral, and at his departure was saluted by a salvo from the Franklin, to which the ironclad Petropolvsk replied. On Monday Admiral Farragut returned the visit, and also paid his respects to Admiral Stchoulep-nikof, commander of the fortress. In the afternoon the Russian authorities went on board the Franklin, and Admiral Farragut and Rear-Admiral Lesovsky mutually presented the American and Russian officers, who afterwards lunched together on board the frigate. On Tuesday Admiral Farragut and his staff dined with Rear-Admiral Lesovsky, who has long been acquainted with his guests, having in 1864 visited with his squadron the American ports on the Atlantic, where the Russian navy was most warmly received. In the evening the Grand Duke Constantine returned to Pavlovsk, his summer residence, from Copenhagen and Paris. The next day Admiral Farragut dined with his Imperial Highness."

Clearly we shall never have reason to cease from speculating on the strange sympathy between the members of a nation, which styles itself the freest upon earth, with the subjects of an empire which makes no such profession and is commonly supposed to have the least right to do so.

The promoters of the Cretan insurrection know well that their only chance of getting the European powers to interpose in their favour is to persevere in their contest with the Turks is to keep it up. Who pays for all this is a mystery ; Greeks who live in foreign countries are not noted for their liberality, and the whole island is not worth to the Turks the powder expended in a paltry skirmish. The Greeks, like the Italians, have an insane greed for territory, notwithstanding that they do not derive any benefit from it. They longed for Corfu, and inspired the Ionians with the desire for annexation ; but they do not seem to have done anything since but quarrel with each other, and the Cretans who do not seem to have improved since the days of St. Paul are not likely to get on any better with them. The supposition that their anxiety and determination to throw in their lot with the Greeks is proved by their perseverance in the struggle, is not borne out by what takes place among the mountains ; where a few persons may withstand a host of opponents for a considerable time, and even for years, witness the prolonged contest between the Russians and Circassians, in which the latter successfully resisted a whole army of Russians, until a Russian general persuaded his government to adopt the slow but certain process of securing every step made by the erection of forts. What understanding, if any, may have been come to with the Sultan during his stay at the French Court matters very little to us, except that it forms a link in the Eastern question. If all the telegrams that have been published relative to the number of women and children who have been brought away from the island were true, there must either have been more inhabitants in the island than any body suspected, or the proportion of women and children must be unusually large. As to the so-called battles and the number of killed and wounded Turks, nobody believes a twentieth part of what is said on this score. Since the preceding was written, an official telegram has been received in Paris from Constantinople, stating in substance that the Cretans had refused to receive any more assistance from Greek Volunteers, who ate and stole more than they were worth, and that the latter had, in consequence, gone away to Syra. So far this telegram probably speaks only the truth, but it adds what is somewhat doubtful if construed literally, that the Cretan women denied that there had been any massacres whatever. With the recollection of what took place in the Lebanon a few years ago, I cannot help thinking that the Cretan women may have more cause to complain of the Christians than the Turks.

Whether it is true or not that the insurrection is at end, there is no doubt that Greece would have been much better off if the insurrection had not taken place. The Greeks are now, with respect to the fugitives, in a similar position to Turkey, when it was being invaded by thousands upon thousands of Circassians and Tartars, driven by their choice, or by circumstances, from their mountain homes ; they have got the fugitives, and have not the means of feeding them.

The account given by M. Lago, the Austrian Minister in Mexico, contains further information concerning the last days of the empire. He describes how he found the Emperor in the prison of Las Capuchinas, suffering from dysentery, but calm and resigned to the fate awaiting him. The cell in which he was confined was about ten paces long, and three wide, it contained nothing but a camp bed, a chest of drawers, and four wooden chairs. The stairs leading to this room were literally covered with soldiers, so that it was absolutely necessary to walk over them; a sentinel marched up and down before the door, and an officer lay on a rug beneath the window. At night a general and three colonels kept watch and ward over the Royal prisoner, revolver in hand. The two imperialist generals, Miramon and Mejia, were imprisoned in separate but adjoining cells, and could converse freely with each other and the Emperor. Dr. Basch, the emperor's private physician, was permitted to hold free communication with him; and M. Lago himself was allowed to remain with him several hours every day. Two advocates who were selected to plead the cause of the emperor, were directed to remain at San Luis, but in a very short time after they arrived there, they sent a telegram announcing that their efforts to get the tribunal declared incompetent, which had been appointed to try the emperor had completely failed.

This tribunal was composed of six captains, presided over by a lieutenant-colonel and that proposed by the advocates as a substitute for this was a council of war composed of generals, or the national congress. As soon as the news of the failure reached Queretaro, the Prussian minister set out for San Luis to see what he could do, which, as the event proved, and as the Emperor expected, was nothing at all.

The trial of the Emperor was opened in the theatre, but his Majesty, partly on account of his sickly condition, but chiefly from a feeling that it would degrade him to appear before such a tribunal, refused to appear, but the two imperialist generals were compelled to appear in person.

The indictment, in addition to the usurpation of the government, charged the Emperor and his ministers with promulgating a law, that of the 3rd October, 1864, in consequence of which, according to the Liberals, 40,000 persons had been executed in the country.

Immediately after the opening of the proceedings, General Escobedo sent an aide-de-camp with an order to the Austrian minister, the former French Consul, and two others to quit the town immediately, and not to return again before six days had passed, under pain of death.

After a fatiguing journey they arrived at Tacubaya, where they were told that Marquez had not the least intention of surrendering the town, but that he continued to plunder and torture the inhabitants in a most shameful manner; pretending that the Emperor had gained some great victories, and that he might be expected daily.

Famine had made frightful progress in the capital, a third of the population had fled to places occupied by the Liberals, where the misery was intense, and the most horrible epidemics had commenced their ravages. In the camp of the Liberals the exasperation against Marquez and the other Imperialist generals had reached its highest point, seeing that they knew that the chances of the Emperor were hopeless, and that the prolongation of the struggle could only cause a useless waste of blood.

The Emperor had repeatedly told M. Lago, and also his colleagues, that Marquez was a great traitor, and had acted in direct opposition to the instructions he had given him. That he had ordered him to come with the garrison of Mexico and the public money to Queretaro, when he would have offered battle to the principal army of the Liberals, in which he would certainly have been victorious. For several weeks they looked for his arrival in vain, and after numerous successful encounters with the besieging army, it was resolved to abandon Queretaro, and to march on Mexico.

The morning of the 15th had been fixed for the commencement of the undertaking, but at three o'clock the traitor Lopez, who, until then, had been a great favourite with the Emperor, and who held a post which commanded the whole of Queretaro, let in the enemy. The Emperor himself told M. Lago that he had gone to a fortified hill to the west of the town, whither he was about to draw the rest of the troops. There he intended to await the arrival of General Miramon, but in the interval that General had been severely wounded in the face, and made prisoner.

Thus precious time was lost, the Imperialist troops had been imprisoned and made prisoners, and the opportunity for flight passed away. Even General Mejia advised the Emperor to surrender, seeing that the troops of the enemy were pouring in at all points under a tremendous fire of grape. The Emperor then took the white flag and surrendered himself to General Riva Palacio. Four days before, the traitor Lopez had gone to the head-quarters of General Escobedo, and had offered to sell the place for 12,000 ounces of gold, of which he received only about 7,000 piastres.

The Emperor said himself that Lopez had sold him and his troops for about 11 reals a head.

Directly M. Lago arrived at Tacubaya, he sent an official communication to the officers of the Austrian staff, to inform them of the capture of Queretaro and His Majesty, and also that an autograph letter of the Emperor requesting them to put an end to a useless effusion of blood, had probably been suppressed by General Marquez, and that under these circumstances he must hold them responsible to his Apostolic Majesty for the life of every Austrian soldier sacrificed uselessly. He offered to meet Colonel Khevenhuller to give him every proof of the authenticity of the announcement of the end of the Emperor; and at the same time he opened a communication with General Diaz, in order to obtain from him the most favourable conditions for the Austrians.

A proposition made by the Austrian officers that the Austrian troops should march with their arms and baggage to Vera Cruz, was rejected by Diaz, because the foreign troops had for two months supported the violent and barbarous domination of General Marquez. Ultimately General Diaz and M. Lago agreed that the troops commanded by the Austrian officers should quit the city of Mexico, leaving their arms and horses, with the exception of the swords and horses of the officers. General Diaz guaranteed that the lives of the whole of them should be safe, and that no obstacle should be placed in the way of their leaving Mexico. Meanwhile I had received information that a telegraph had been sent by General Escobedo to Diaz that the Emperor and Generals Mejia and Miramon had been shot on the morning of the 19th. Directly this news reached M. Lago, he sent a telegram to Juarez, requesting that the body of the Emperor should be given up to him for the purpose of being sent to Europe; and at the same time he sent a message to the Imperialist General commanding at Vera Cruz, directing him to forward the news to New Orleans by a ship of war, to be transmitted from thence by telegraph to Europe. The remainder of his despatch describes matters already known.

The discussion between Count Keratry and the 'Indépendance Belge,' with respect to the conduct of Marshal Bazaine in Mexico, is only the public discussion of what has long been the talk of society. That the Marshal and the Emperor Maximilian did not agree was mentioned more than once in the Summary, but as the charges made against the Marshal referred more to private than to public matters, we did not think it right to repeat them. These charges have now been made public, and it is well for the Marshal that they have been, as he will now have the opportunity of replying to them. The latest charges made by the 'Indépendance' are contained in a letter said to have been written, by the Porfirio Diaz, referred to above. It refers to offers made by Mexicans holding offices under the Emperor to betray their trusts to Juarez, and with respect to the marshal it says:—

"Marshal Bazaine, by the instrumentality of a third person, made me the offer to place in my hands the towns occupied by the French, and even to surrender to me Maximilian, Marquez, Miramon, &c., if I accepted a proposition he made me and which I rejected because I did not consider it honourable. Another proposal, proceeding also from Marshal Bazaine, related to the acquisition of 6,000 muskets and 4,000,000 of percussion caps; if I had wished it, he would also have sold me cannon and powder, but I declined his offers. The intervention has opened our eyes, and, for the future, we shall be more prudent in our intercourse with the European Powers, and especially with the French Government."

If these assertions had been published in a newspaper less respectable than the 'Indépendance,' they are of so infamous a nature that they might have been disregarded; but though that paper is hostile

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to the clerical party in Belgium, it has relations in Paris with members of the past or present government, and its information from foreign countries is usually so good that it gives great weight to statements made by it.

The *Anglo-Brazilian Times* of the 23rd ult. says:—

“Official confirmation has been received of the occupation by Brazilian forces of Matto Grosso of the Paraguayan fort upon the Apa, and of their being in Paraguayan territory. A considerable force under the command of the President of Matto Grosso had left Cuvuba to attempt the expulsion of the Paraguayans from the fort of Corumba, the only post now held by these within that province. The news from the seat of war in Southern Paraguay tells of no hostilities beyond the usual interchange of picket firing and cannonading. However, important changes of the Brazilian forces have been made, indicating that the campaign is on the point of commencement, and in consequence thereof the correspondence and the River Plate journals teem with such a diversity of ‘reliable’ plans of the coming operations as to prove at once that the Marquis de Caxias has succeeded in keeping his a secret from them. He has incorporated in his ranks at Tuyuty all the convalescents in the hospitals, all the supernumeraries, and all stragglers with or without leave of absence. Besides these the troops at the Passo da Patria have joined the main body, to which he has added all that remained in garrison at Curuzú, that fort being stripped of its thirteen guns, and abandoned to the protection of the cannon of the fleet. The sutlers’ town has been dismantled and removed to Cordientes, and large supplies of ammunition and rations brought over for the troops. It is believed that the attack was fixed for the 5th of July, but a heavy fall of rain rendered the river so impassable as to disconcert the movement and delay it for a week, perhaps a fortnight longer. The balloon ascensions had already rendered important information. The Brazilian-built ironclad gunboat Para had left Rio Janeiro for the river Paraguay to take part in the operations there, and the steam transport Marquis de Caxias had also left with a cargo of munitions of war for the forces in campaign.”

It will be seen that this, which is the latest information from Paraguay, does not hold out a very encouraging prospect for Brazil.

THE MORAL AND TEACHINGS OF THE SPITHEAD REVIEW.

It has been observed “that there are two things in which this Old England of ours still preserves an easy superiority over all imitators and rivals—in our races and our Naval reviews. No other country can show such a spectacle as Epsom Downs on a

Derby Day, or as Spithead on the 17th of July, 1867. 'Famous for ships, famous for horses,' is as true of England as of the ancient Attica. On the turf and on the water we exercise a sovereignty of character and habit with that large and familiar assurance, far above vanity or self-love, which has the force of instinct and the calmness of law. On the 17th of last July our Oriental visitors discovered on the waters of the Isle of Wight the very vital source and secret of the greatness of this little island—the mainspring of her power, the reason of her authority among the nations, the sum and substance of her national idiosyncrasy. To explain England to a foreigner, her history, her traditions, her place and duty in the world, show him the Navy that guards her shores, that protects her commerce on every sea, that ministers to science by its explorers, vindicates the independence of Europe by its heroes, and spreads over the seas so many moving citadels of liberty and justice. There is nothing in the spectacle of a British fleet more noble than the fact that it presents one of the most formidable fighting forces in the world, at the service of a liberal and enlightened Government and a free and peaceful people."

Here, then, was a fleet of men-of-war such as has never hitherto been brought together; here were fleets of yachts, fleets of pleasure boats, royal and illustrious visitors in numbers. Nothing was wanted to insure success but fair winds and clear skies. It was another exemplification of the time-worn adage that "man proposes, Providence disposes," as occurred to Spain of old and her gigantic Armada, and as occurred to Napoleon when for months he asked for only thirty-six hours' fair weather in order to fling his tremendous flotilla upon the shores of England.

This fact is not without its cheering moral. It may be absurd to count upon the winds and waves as aids to the immunity of England against invasion; but these curious coincidences tend not a little to augment that confidence which we all feel in this proud belief, and may serve to diminish the regret which we felt at the failure of the spectacle at Spithead in its more important features.

Still this regret was heightened by the fact that it was intended for the first time on that occasion to have a real Naval review, and to put the fleet through complicated manœuvres under steam and sail. The fleet, too, was one worthy of the occasion. Though less numerous and less imposing in appearance than the fleets of three deckers and frigates which formed the naval displays of past years, it was in strength and armament the strongest fleet that has ever been brought together since ironclads were first designed. It is literally not saying too much that one of the long, low, black hulls which formed part of the starboard line on this occasion, would have been a heavy overmatch for all the huge wooden line-of-battle ships, whose tiers of guns seemed almost to look down upon the decks of their invulnerable consorts beside them. "One felt," says an eye-witness, "in looking to the right and then to the left,

as one would do who saw a race of beings beautiful, graceful, and glorious, yielding to the brute force of a new generation of ugly yet tremendous monsters. Impossible to deny the massive strength and rock-like force of these beaked monsters; impossible to refuse the praise due to the combination of strength and speed exhibited in such models as the Warrior, Achilles, or Valiant. But to turn to such a floating grandeur as the Victoria, or such a combination of gracefulness and power as even the Duncan, and we must admit that it needs much love of the sea for the sea's sake to make our people flock on board the 'fleet of the future.'

"As to the turret-ships, even the satisfaction of looking like men of-war at all, and manning yards accordingly, was denied to them, for they had no yards to be manned; but they exhibited formidable rows of sailors and marine artillerymen on their bulwarks, who looked like men sinking with all the honours at the end of a fight on board ships which had lost everything that could be shot away."

From what the weather permitted to be done some opinion can be formed of what would have been displayed on a more auspicious occasion. Soon after the Queen's yacht rounded the Serapis and stood in towards the Isle of Wight, a signal flew from the Admiral—"Prepare to engage the enemy." Scarcely had the answering pennant been cleared before all along the line a fire which gave the most vivid impression of the tremendous force of our new armaments, was opened, and continued for nearly twenty minutes. With the back-ground of a dense, dark cloud, which seemed to stretch like a wall from the Isle of Wight to the mainland, and against which the hulls and rigging of the ships were sharply defined, there was, at the commencement of the mock-engagement, a striking resemblance in the general effect to one of those grand pictures of a sea-fight which Vandervelde has spread upon his canvasses. But as the grey hues were warmed up with the incessant flashes of fire, and the sound of the many cannons forcing itself against the wind made the air heavy with its weight and grandeur, there came upon one almost the influence which is produced by the very aspect of battle, and people forgot for a time rain and spray and drizzling mist in contemplating the scene before them. As the men were "at quarters" firing at discretion, and as fast as they could, it so happened that now and then there was such an outbreak that men peered through the smoke half apprehensive that some ship had blown up bodily. Then, again, came a long rattling roll, as though of some giant musketry in life, broken by a salvo, or melting into a slow, dropping fire, and again from all the line, as if gathering itself up to deliver an exterminating broadside, there came a rush of fire and smoke which made even the iron sides of the cuirassed vessels tremble at the sound themselves had made.

And when the Royal yacht signalled—"Is it possible for the gunboats to attack the forts?" the answer was "Yes," and the attack was ordered by the signal "weigh, and attack forts," and this

was done at once, with a noisy good will which left nothing to be desired on the part of those who had come down to hear a cannonade. The gunboats, under the command of Captain Hood, of the *Excellent*, began moving about like so many mosquitoes, and at once proceeded in two divisions to attack the Portsmouth defences, and to represent as far as could be done by such small fry, an attempt to force the harbour. They were formed in two lines or divisions, port and starboard, eight gun-boats in each.

Long before these pigmy assailants had made a hostile movement, Forts Monckton, Block House, King's Bastion, Portsmouth, Southsea Castle, the Lumps Fort, and Eastney had made everything ready to give them a warm reception. All the guns in all the batteries were cast loose, and small detachments of infantry were distributed in most of them. In all previous Naval Reviews where this attack and defence has been represented, it has generally formed one of the prettiest features of the day's proceedings. But on this occasion nothing was pretty, because nothing could be seen without physical annoyance and discomfort. One division of the gunboats attacked Monckton, while the second attacked Southsea, the Lumps Fort, Eastney, &c. According to programme, it was arranged that the Southsea works should be silenced, and that the Blockhouse and Monckton, with the main defences of Portsmouth, should come to the relief and drive off the flotilla; and it was well that it was so, for the gunboats in the rough sea and heavy wind would have stood no chance against Southsea Castle alone. The fire from the gunboats was even better than could have been expected under the circumstances, while from the steady forts it was replied to with thunders of artillery. There were, of course, showers of rain, and always heavy wind during the whole time of this sham battle, which in truth, never raged very fiercely, and at last dwindled down to a mere dropping fire, and the gunboats steamed back to their anchorage, leaving victory to the forts.

There are those who think that in spite of the weather, the fleet should have been manœuvred—indeed, that it was just such an occasion that was required to test and to shew the training and efficiency of our sailors, and the qualities of our ships. We cannot, however, but applaud the discretion of the authorities in not risking a mishap which might have marred the remembrance of the day even more than the untoward weather, and added to the cost of the pageant, which was sufficiently considerable—it is said, about £50,000. Nothing but the extreme necessity of actual battle could sanction the manœuvring in such a gale and swell of the sea, of a fleet of no less than 300 craft of various kinds and sizes, including 26 screw line of battle-ships, and 90 first-class frigates.

Such is the description of the Spithead Review, which, in spite of the effect of the weather, must be considered a great event for England, graced as it was not only by the presence of England's Queen, but also by that of a royal visitor, whom the nation wished

to honour; and before the gunboats had ceased their attack, the Royal Yacht was slowly dropping down to her berth—the Queen being visible on deck conversing with the Sultan, when it was seen with earnest satisfaction that His Majesty had received the Garter at the hands of our gracious Sovereign, and wore the blue riband over his shoulder. The greatest honour the Sovereign has to bestow could not have been more gracefully conferred, and the Sultan must have felt, with all the keenness of perception which Orientals possess, the full value of the solemnity no less than the opportuneness of the occasion, which invests it with additional force and meaning.

The last time we acted the part of champion, it was for the brother of the present Sultan. We cannot say that we will never act that part again, but we may almost say so. The scene at Spithead must have produced a powerful impression on the mind of the Sultan. However exalted his ideas of our naval resources may previously have been, the sight he saw in the Solent must have greatly enlarged his conceptions of the power which Britannia exercises on “the waves.” Altogether, he must have returned to his empire with very different notions from those which he entertained before he landed on our shores.

On the other hand, this Naval Review is not without its teaching for ourselves. A naval review in these days is something more than a review in the happy days when a satisfied nation rested in its labours, saw its perfect work, and pronounced all to be good. A review is now a comparison between one system of ships and another. It is a practical anachronism, bringing together two really incompatible systems. Wooden walls and iron walls can no more work together than the earthenware and brass vessels which in the fable found themselves floating together down the stream. A surer judgment than that of human opinion—the irreversible judgment of facts—has already decided the respective fate of the two Divisions anchored at Spithead on the 17th of July, 1867. Those grand and symmetrical wooden castles, that only ten years ago were a comparative novelty by the side of the sailing ships with which they were reviewed, are in their turn condemned, and their place taken by the huge iron monsters that are not so much unsightly as not seen at all. War at sea, as on shore, is continually robbed of its beautiful or picturesque features, and we seem to have got into a vein of positive ugliness, or to the conviction expressed by Victor Hugo in the words—*le beau c'est le laid*. The ironclad is the child of promise that has now ousted the fairer and more fantastic brother. With the results before us, and exercising that wisdom which is so much easier in its retrospective than its prospective functions, we now see that we went too rashly into steam three-deckers, and that we too long resisted the convincing arguments and facts in favour of iron. We persisted in a hobby, and we found our hobby running away with us. So we are encumbered with a forest of wooden ships that stand in our

way as much as the forest itself stands in the way of the settler. It is heart-rending to think of the sums they have cost; but it is vain to dispute that the sixteen ships of the passing age, which showed themselves possibly for the last time at the last Review, together with the Terrible—once so worthy of her name—might be sent to the bottom by one of the sister division. In fact, the two columns at Spithead, on this occasion, were the one for ornament and the other for use; and use must prevail in the end.

Four or five vessels, which were apparently dwarfed by the lofty and imposing three-deckers around them, were in themselves sufficient to sweep the ocean of nearly all the wooden ships that ever floated. The least noticed of these terrible pigmies, but perhaps the most formidable, was the Royal Sovereign turret-ship, which scarcely presented a mark the size of a target above the water. She lay full in front of our most beautiful screw liner the Revenge, and, of course, the contrast only heightened the beauty of the latter. So, also, with the Minotaur, which faced the Victoria, where the advantage in stately majesty was all on the side of the wooden vessel. Yet, it was only in appearance, for the two iron ships we have mentioned could have cleared the roadstead of all the wooden fleet from Spithead to Cowes.

Nevertheless, the wooden vessels had it not all their own way on the side of beauty; for the Bellerophon, the Warrior, the Black Prince were there, and there, too, was the Achilles—all sitting the water as lightly as so many mail-boats, and with bows as fine as so many Cunarders.

But, if ten years has been sufficient to antique one division of the Spithead Fleet, may not ten years do the same for the other? If so, then our regrets will be still more poignant, for these iron-clads are even more costly, running away with half a million apiece, including everything.

Whether our wooden ships can be effectively converted into ironclads suitable for future warfare, is a serious question at the present time; at any rate we are still entitled to ask, why iron-clads may not be cheapened to something less ruinous than the present figure. Perhaps the only way we can safely utilize our wooden ships is by arming the swiftest of them with heavy guns that could penetrate the sides of ironclads at a longer range than that effective in the latter, availing ourselves of skilful manœuvring, as did the Americans of old, when they kept their swifter ships at a distance, and disabled ours which were armed with guns of shorter range and smaller calibre.

In the next place, we lost, in consequence of the weather, the opportunity of comparing, on an adequate scale, the fleet which is to preserve us from conquest in future, with those which have served us so well in the past. The former are certainly not so capable of bringing out the quality which achieved our victories of old—seamanship—the seamanship which is shown not in fighting

a vessel only, but in sailing her—a mastery of all the knowledge of them that go down to the sea in ships, and the adroitness and the daring such knowledge secures.

Thirdly, the adverse weather of the Review deprived us of the lesson which the spectacle of so large and powerful a fleet, handled by the smartest and hardest body of seamen in Europe, would have given not only to the Sultan but to the crowd of European ministers present to observe. "For our own part," says a thoughtful writer, "we are not so very sorry for the failure, on this particular account. The confidence of the Great Briton in the security of his country, the serenity he enjoys in believing that no foreigner ever seriously dreamt of attempting to abase a nation which at various times has whipped all the world, are deep enough already; it would not be good to make them deeper. But what if the 17th of July had been very favourable to the exhibition—if the sun had shone with fair mild ray—that is, with light enough to show all the vast fleet, and not so much as to dazzle the vision; and if therewith wind and water had been favourable to the display of quick and steady seamanship, and the seamanship had been quick and steady, and the manning of yards, and the roar of artillery, and the hurrahing, and the fireworks had been well seen and well heard—what a jubilation we should have had in every quarter! How we should have crowed! How happy we should have been, not only in our own conceit, but in a conceit of another kind, namely, that the foreigner, even the Prussian and French foreigner, would go home impressed once more with the conviction that England is hopelessly invincible; it would have been a very comfortable feeling, but it might have been unwarranted. At any rate, it would have been liable to disturbance if the foreigner had taken the liberty of suggesting that large armies and vast navies do not alone secure a nation's greatness, nor even keep it safe. The strength of a country begins with the honour and the spirit of its rulers, the readiness of its administrators, the patriotism of its people, and the determination of all to play a bold, active, unselfish part in the community of nations. When these qualities decay, great armies and navies are only things to make a great ruin of."

If we quote the above, it is merely to show what strange inferences and conceits can be ascribed to John Bull, not only by foreigners, but by those of his own kith and kin. The eloquent writer by no means wishes to insinuate that the decay spoken of has actually set in amongst us, but still he "suspects the stagnation which precedes decay" in very many of our positions in regard to our foreign policy. How such a conclusion can be coupled with the review of our magnificent fleet (in spite of its anomalies, the best, by far, in existence), we are totally at a loss to understand. The immense majority of the nation cares nothing for the un-English bravado of giving a "lesson," being satisfied with the conviction of security. Our position with reference to other nations

is one of friendship or defence. So long as they will allow us to do so with honour, we shall only be too happy to live with them on terms of amity. It really matters, therefore, nothing to us whether our Royal and Imperial, French or Prussian visitors are weak or powerful. We are as ready for the one as the other should our shores be invaded, and this happy position enables us to extend the same support—whether moral or material, as occasion may require—to every nation, provided we see sufficient reason to sacrifice the material and social interests of peace to the requirements of national honour and its consequent security.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

Modern history, with our "best public instructors," appears to commence with the Crimean War, as English history does with the battle of Hastings in our school-books; anything going further back than these grand periods is quite beyond the research of the writers of the present day. The recent visit of the Sultan and the Viceroy of Egypt has afforded a conclusive proof of this; or how else are we to account for the fact that the name of Napier has never been mentioned in all the historical reminiscences that the visit has called up in the newspapers? Those who do not think events and men unworthy of notice because they occupied the attention of the world more than a quarter of a century ago, know that it was the courageous taking upon himself of a heavy responsibility by the then Commodore Napier, that brought the war of 1840 to a sudden close; and, in all probability, it is mainly owing to the stout heart and clear head of that gallant seaman, that in this present year of grace, there exists a Sultan to pay a visit to our shores, or an Egyptian ruler, "in all but name, a king," to bow down before him. We question if this fact occurred to one person in ten thousand of the crowds that gathered to gaze on the Eastern Potentates; and certainly our newspaper writers did not remind them of it. We purposely observed silence on the subject, whilst there could be any hope that the omission would be rectified; but as that hope has now passed away with the lapse of time, we think it well to put the omission on record, as we did some time

ago the similar case of the suppression of the very name of Admiral Sir Charles Napier in professed histories of the overthrow of Don Miguel and the establishment of Liberal institutions in Portugal. The ignorance which does not know of comparatively recent events that once filled every newspaper, and the jealousy that pursues a brave, and honest, and warm-hearted man beyond the grave, which are the only reasons that we can even surmise for this silence, are alike mean and pitiable.

A proposal is before us which has a deep interest for all "who go down to the sea in ships," in the first place; and in the second, for the nation at large, as it appears well calculated to lessen the dangers of navigation, and thus to save many lives and much property now annually offered up as a sacrifice to a supine neglect that is a disgrace to a maritime people. We allude to a "Code of Uniformity in the Colour of Buoys, proposed for the adoption of all Nations, by Capt. E. J. Bedford, R.N." Among the many matters that have of late received the name of "International," we find no one so truly deserving the appellation as this. Colour, it hardly need be remarked, can be appreciated by every nation alike, and therefore a system of buoyage which has colour for its basis must, in the very nature of things, be more widely useful than any other.

Captain Bedford proposes to employ Red buoys to bound the main channel in entering a port, the simple sailing direction being, "Keep on starboard hand;" and to place Black buoys on the opposite side, the sailing direction as to these being, "Keep on port hand." This is the key to the whole system, and it is so simple, that a mistake as to it would be altogether inexcusable. To indicate shoals and other dangers, and on which hand to pass, the system is of necessity somewhat more complicated, but still so cleverly constructed, that it tells its own tale. Thus, Black and Red buoys indicate a passage on either hand, and as the colours are vertically arranged or chequered, information is given as to the nature of the danger. Red and White buoys say, "Keep on starboard hand;" Black and White say, "Keep on port hand." The union of the three colours, Black, White and Red, allows a passage on either hand, the horizontal arrangement showing the upper end, and the vertical the lower end of the danger. Green buoys with the word "wreck," and buoys in letters of colour, with the word

"fairway," may be passed on either hand. The same modes of colouring are of course applicable to, and recommended for beacons and perches.

"This arrangement," says Captain Bedford, "is founded upon the plan introduced by the present Rear-Admiral Denham, for buoying the port of Liverpool in 1833. Its primary characteristics have been adopted by the Commissioners of Northern Lighthouses in Scotland in 1857, and over several localities of the British coast, also along the shores of the United States since 1851, and other Continental sea-boards." The inventor very naturally desires that his system should also be adopted by the English Trinity House and the Irish Ballast Board; these establishments have, it seems, taken some steps in that direction, but much more is wanted. It is only by a close adherence to the principle, and not by a partial or capricious adoption, that its value can be shown, and therefore it is unsatisfactory to learn that "both these Boards have reversed the arrangement in many cases to that for many years in use in Liverpool, Scotland, &c., so that in Ireland a vessel may go from port to port changing the colours to be passed on the same side in each; and in England, even in the same channel, she will be exposed to the like perplexing arrangement." It would be a pity to let another winter come on with such "disarrangement" as this still existing; and more especially so, as the change can, generally speaking, be effected at little more than the cost of a few coats of paint. We hope that the Trinity House may see the matter in its true light, alike of importance and inexpensiveness, and set an example which other maritime countries will be sure to follow. But whether the Hon. Elder Brethren, &c., do act thus promptly, or wait for further inquiry before making the change, Captain Bedford, by proposing it, has entitled himself to the thanks of the civilized world, and we feel assured that his countrymen will not let other nations anticipate them in their bestowal.

We are sorry to see that the Parliament has been allowed to disperse without the Ministry giving the assurance that that atrociously ill-used man, Mr. Ex-Governor Eyre, will be protected by them from further persecution, for having dared to save Jamaica from becoming a second Hayti. After the utter collapse of the malignant design against his life, avowed by the "*Suspend-him-by-the-neck*" philanthropist, and not disavowed by the only less outspoken

Jamaica Committee, it is altogether monstrous that the opportunity should be still allowed to any of them to attempt to ruin by law costs, the man they cannot have the pleasure of hanging. Just before the Parliament broke up, the Earl of Shrewsbury brought the matter before the House of Lords, and pointedly asked if the Government would not at least undertake the cost of defending Mr. Eyre in some, so-called, civil suits for damages, now that the criminal proceedings had failed? The noble Colonial Secretary, whilst allowing that these criminal proceedings had "signally failed," declined to furnish the required assistance; and Mr. Eyre is, in consequence, left to his own resources to repel attacks on his purse, that are meant to be ruinous, now that his person is safe from the tender mercies of Exeter Hall. But there is a remedy for this, which we doubt not will be applied, and that promptly. It is only necessary for a tithe of those have a just feeling for a persecuted man each to contribute something to the Eyre Defence Fund. Whether the amount is large or small, it will have not only a pecuniary, but a moral value, and will be a solace to the brave spirit that has been hounded almost to death for venturing to protect white men, women and children from the fury of coloured agitators, rebels, and murderers.

Everything in the present year betokens the utmost activity in the War Department and the Horse Guards. We know not whether we should have described with greater alacrity even the great review that was proposed in Hyde Park than the performance of the Flying Column which left Aldershot Camp on the 20th of August for Sandhurst, where it arrived and encamped, speedily pitching tents, picketing horses, and commencing the various duties of field-life in much the same manner as in actual campaigning. In a very short time a canvas city arose on a spot which but a few hours before was a sort of solitude, and the usual measures of order and camp-security were taken, as in actual warfare. In the afternoon everything wore a settled aspect, and at five o'clock each regiment paraded and was inspected by its commanding officer. Pickets had been thrown out and were recalled at the hour of retreat. At tattoo all was quiet in the encampment, save here and there the tread of a sentry on his unvarying round of duty. On the following day, the column, suddenly attacked by a supposed enemy, turned out with alacrity to repel the invader

and went through all the movements incident to a field-day. On the third day, as early as 5.30 A.M., the tents were struck, and the men, having breakfasted, fell in at seven o'clock, and marched towards Bourley-bottom, the next halting-place. Their march, however, was not devoid of incident; for on the way, they were intercepted by the cavalry of the division, under Maj.-Gen. Hodge, C.B., and an interesting sham fight took place. Ultimately, the column formed squares, the front ranks kneeling with fixed bayonets, and fire being opened from the right and left of faces. The cavalry were compelled to retreat, the column leaving a few prisoners and some baggage in their hands.

The incidents of the four days' campaign terminated with an unexpected attack on the top of a hill by a battery of the Royal Horse Artillery, which disputed the progress of the column, opening a heavy fire. This was speedily replied to by the C battery of the Royal Artillery attached to the column, covered by the 54th and 70th Regiments. After a brisk fire on both sides, Gen. Renny made skilful dispositions for a retreat, which was successfully accomplished, and the force reached camp shortly before eleven o'clock on Friday, August 23. The column had the advantage of beautiful weather during the whole of its sojourn in the open, and not a single casualty occurred either during the marches or field operations. Other flying columns are intended, and we doubt not the advantages of the system will secure its continuance.

We desire to call attention to a paper in the present Number, which will be found to give, in a brief compass, some much needed information as to the "little war" that raged last year in Western Africa, and was only brought to a successful close by heroic efforts and heavy losses, of which far too little notice has as yet been taken. The paper will have a peculiar interest for many readers as coming from the pen of a Kentish incumbent whose parish (Lyminge) is in the vicinity of the Camp of Shorncliff. Mr. Jenkins is the father of one of the sufferers, who was as fine and estimable a young man as ever went to lay his bones in African soil, and also of a younger son, who lost his life in the service in New Zealand less than two years ago.

This West African warfare has not, as yet, brought even barren thanks to more than one man who took part in it. One

gallant black soldier, named Hodge, has been justly awarded the Victoria Cross for his conduct at the storming of the stockade of Tubaba-Kullong, and long may he live to be proud of it. But of the four European officers under whom he acted, Lieut. Jenkins and Ensign Kelly fill African graves, with no other official notice than "killed in action," in the Gazette, naming their successors in the 4th West India Regiment. Colonel D'Arcy and Lieut. Marshall, however, survive, and survive, we trust, speedily to receive some signal mark of Royal approbation, which shall make it manifest to all that the way in which they have borne the heat and burden of the day has not escaped the Sovereign and her advisers.

If we were to believe the statements of many of our contemporaries, the Medical branch of the United Services is the worst-used body of men in the world; and this impression is said to be so strong among hospital pupils, that not one man of them can be found to enter on the career of an Army or Navy Surgeon. We hardly know how to believe that such statements are put forth in good faith, but that the asserted reluctance of the young men is not a fact, is proved by the list of 44 gentlemen who have just joined the Army Medical Department, recently issued by its energetic head, Dr. Logan. When the proper time comes, we doubt not that we shall be able to give quite as satisfactory an account for the Navy. The two, taken together, ought to silence the malcontents; and would do so, if they were not, unhappily, of the class that are grumblers by nature, and as soon as one pet "grievance" is disposed of, set themselves to work to find out another.

CORRESPONDENCE.

[With a view of promoting the interests of the United Services, this department of the MAGAZINE is open to all authenticated communications, and therefore the Editor cannot hold himself responsible for the opinions expressed.]

THE TOWN OF ZEYLAH.

Sir,—I was much interested in General Napier's paper, "Notes on Abyssinia," and therefore wish to correct a slight inaccuracy therein.

In page 555 of the August Number of your Magazine the General infers that the island of Zeylah is "probably the small island known as Perim." Zeylah, or Zeila, is a *town* of considerable importance situated

in Abyssinia, in Lat. 11° 25' N., Long 43° 25' E., and there are some small islands in its neighbourhood.

I have frequently been to this town of Zeylah and some years before my last visit in 1858, a frigate, the "Cayman" of the French Navy, was wrecked on one of the numerous shoals in the Bay.

The ancient name of the island of Perim, situated some thirteen miles to the northward of Zeylah, was *Mayun*.

I remain Sir, yours faithfully,

C. R. Low.

(Lieutenant, late I.N.)

CRITICAL NOTICES.

THE HUGUENOT FAMILY. By Sarah Tytler, Author of "Citoyenne Jacqueline," &c. 3 vols.

Readers of "Citoyenne Jacqueline" will readily conceive how our author will treat so congenial a theme as a Huguenot family. But this is a family living in exile in England, and of which the head, M. Dupuy, is a Huguenot but in name. The other members are, his mother, his wife and his daughter, all differing widely from him, and indeed from each other, but forming together a gallery of portraits that may be contemplated again and again, for their truth to nature. The English portraits we think will please less, as, except Squire Gage, a Methodist, all are drawn in colours darker than is needed to set forth the merits of the others. The old Huguenot lady and her grand-daughter do all in their power to render services to their jealous neighbours in a country village, and the result is that they are regarded as witches, and ducked in a pond, which proves the death of one of them. The great people of the Castle, and the parson's family, are all odious, whilst the clergyman's daughters are made more foolish and vulgar than it is now the fashion to depict housemaids. Yet the scene is only laid so far back as the days of George III.; and Grandmère and Yolande really do not need such foils as my Lady, and Dolly and Milly Rolle, her cousins, to set them off. Young Caleb Gage, the non-Methodist son of the Methodist Squire, is the hero of the book, and poor Grandmère labours assiduously to bring about a union between him and Yolande, but whether she succeeds or fails, and what becomes of the young ladies at the Parsonage, it is not our business to tell.

A WOMAN'S TRIALS. By Grace Ramsay. 3 vols.

This is a novel full of interest from beginning to end. The heroine, Mabel Stanhope, the daughter of a baronet, is an exquisite creature, as good as she is beautiful, and as beautiful as she is good. She becomes a Catholic whilst receiving the finish to her education in France; is in consequence driven from her father's home, and her "trials" arise in the course of her endeavours to earn a living in Paris as an artist. These are most affectingly told, and in a way that no one could have done who had not an intimate acquaintance with life in France under many different aspects. The picture of life in a French school is really inimitable, and it is by no means a flattering one. The hard-hearted hypocritical Madame St. Simon, the school-mistress, is finely contrasted by the noble-minded and truthful Miss Jones, the starving English teacher, between whom and Mabel a friendship springs up that is full of benefit to both, and endures as long as life lasts. The good Abbé de Rossignol, is a large-hearted Catholic Priest, who plays no unimportant part in the tale, and his character is so drawn, that it alone would suffice to render the tale one of the best that we have ever read. But

even more diligence is shown in depicting M. Grosjean, and "Madame mon épouse," the vile lodging-house keepers into whose hands poor Mabel falls, and who fleece her unmercifully; her petty troubles and distresses with them are told in a way that can hardly be all imagination. An ill-ending piece of love-making brings our poor heroine almost to death's door, but a kindly English physician settled in Paris stands her friend, and preserves her for a happy restoration to her now repentant father. Unlike most novels, this does not end with a marriage, but a prospect is held out of one to come off at a future day. Taken altogether, we like the book very much, and feel assured that it will be a popular favourite.

THE SISTERS OF SAINTHILL. By Lady Blake, Author of "The Hammonds of Holy Cross," "My Stepfather's Home," &c.

This is a pleasant, home-like story, told by Lady Blake in her most agreeable manner, and therefore sure to be popular- although it presents no very startling incidents, neither are its heroes and heroines (for there are several of each, to give variety) so impossibly good or unbelievably bad as to furnish food for unhealthy "sensational" excitement. The sisters are, Agatha and Muriel Somers, who present as great a contrast in their minds as in their persons, one being plain in appearance and humble in her thoughts, and the other a giddy, headstrong beauty, the special favourite of her father, and pretty well spoiled by him. The story of their lives is told by Mrs. Milward, a distant relative of their deceased mother's family, who acts as their chaperon until their father, Sir Ralph, marries again. Then, of course, a new scene opens; everybody is for awhile at cross purposes; various attempts of the stepmother to get the sisters "married and done with" fail, for the simple reason that the young ladies prefer to choose for themselves, and do not fix their affections very wisely. A grim old squire, their grandfather, casts off his only grandson, and their father sets his face against the young fellow, but he has won the heart of Muriel, and at last he marries her. Agatha, after being deceived by another, returns to her first love, Mr. Herbert, a clergyman; and Mary Herbert, his sister, becomes a peeress, their half-sister Theresa making the unlucky mistake of accepting the nobleman's valet instead of the master, though the real state of the case is discovered in time to save her from any very serious consequences. Thus, though the story is, as we have said, essentially a home one, there is no lack of variety and pleasant delineation of character.

THE COMPANY AND THE CROWN. By the Hon. T. J. Hovell-Thurlow. Second Edition.

We noticed this work on its first appearance about a year ago. It is no mean proof of its merit that a new edition has so soon been demanded. In this the author has added a large number of notes, upholding his opinions on certain points that have been called in question, and he has also added a very useful Map of India. If to the next edition he will supply an Index, as we suggested in our former notice, his work will then meet all the requirements of those who desire a really trustworthy and easily consultable picture of the present state of our magnificent Indian Empire.

EVERYBODY'S WEATHER-GUIDE. By A. Steinmetz, Author of "Sunshine and Showers," &c.

This is a reprint, with additions and engraved illustrations, of a paper that appeared in our own pages in July last, with the heading, "Meteorology for Army and Navy Officers." Its full title describes it as clearly

explaining the use of meteorological instruments, and as supplying directions for securing at any time a probable prognostic of the weather. A very moderate fulfilment of the expectations thus held out would make the pamphlet a good shilling's worth; and as we have reason to believe that its plain and simple rules will really be found reliable in the great majority of cases, we beg to recommend it to our reader. In the present state of the science of meteorology, it would be mere empiricism to set up as an absolute weather-prophet, and we think all the better of our Author, for declining to enter the lists with Mr. Murphy or his imitators.

CAVALRY OUTPOST DRILL. With a Chapter upon Cavalry Skirmishing. By Major-General M. W. Smith, C.B., late of the 15th Hussars and 3rd Dragoon Guards.

General Smith has had experience with both Light and Heavy Cavalry in India and elsewhere, as well as in command of the Osmauli Irregular Horse in the Crimean War, and he has done a service to his profession by embodying the result of that experience in the small, handy volume before us. Its main object is to shew how we may give the same sort of instruction in outpost duties to the non-commissioned officers and privates that we now impart only to their officers. By the plan that he lays down in full detail, he conceives that they "will be able to act in concert, to apprehend at once what is wanted, to understand short and concise orders from their superiors, to know what each other are about, to render assistance and avoid confusion, and, in short, to act upon a general system." All his pre-supposes a degree of intelligence and of interest in their work that has not hitherto been demanded from the rank and file; but General Smith, from his own experience, maintains, that it will be forthcoming, if sought for in a proper manner, and duly appreciated when found. Very naturally, our author demurs to the view that the recent improvements in artillery have destroyed the role of cavalry, and in a clever chapter on "Skirmishing," (part of which has already appeared in his work on Cavalry combined with Horse Artillery, noticed by us some time since), he lays down rules which he thinks will render cavalry skirmishers formidable opponents, who may be serviceably employed to counteract the increased effect of the guns of the present day.

OBITUARY.

Colonel William Parry Yale, of Plas-yn-Yale, Denbighshire, who died on the 6th July, at his residence Gorphwysfa, Bath, was the youngest son of Thomas Parry Jones Parry, Esq., of Llwynonn, Denbighshire, and Madryn Park, Carnarvonshire, who took part in the celebrated defence of Gibraltar, by General Elliott, as a Captain in the 23rd (Royal Welsh) Fusiliers, and who added the surname of Parry to his own on his marriage with his cousin, Margaret, daughter and co-heiress (with her sister, Sidney, wife of Colonel Gwilym Lloyd Wardle, of Hartshead, Flintshire, celebrated for impeaching the late Duke of York) of Love Parry, Esq., M.P., of Madryn, Penarth, Cefwllanfair, and Wernfawr, in the county of Carnarvon. Colonel William Parry Jones-Parry, the subject of this notice, was born in 1790. He substituted the surname and arms of Yale for those of Jones-Parry in compliance with the will of Miss Sarah Yale, his distant cousin, the last of the very ancient family of Yale of Plas-yn-Yale (who left him those estates), descended from Osborne Fitz-Gerald, called by the Welsh Osburn Wyddell (the Irishman), a scion of which family founded Yale College, U.S. America. Colonel

Yale was a distinguished officer. He was educated at the Royal Military College, and entered the British Army in 1805; he was present in the following engagements, for which he wore the Peninsular medal and eight clasps—viz., Talavera, Busaco, Vittoria, Pyrenees, Nivelle, Nive, Orthes, and Toulouse. He was severely wounded at the battle of Pampeluna and heights of Sarre, and had his horse shot under him when acting as field-officer. At Albuera he brought his battalion, as Captain of the light company, 48th Regiment, all his senior officers being killed or wounded, out of that hard-fought action, in commemoration of which he received the gold medal. Colonel Yale, who was J.P. and D.L. of Denbighshire, and was, in 1833, High Sheriff of that county, married Eliza Flora, daughter of J. Saunderson, Esq.; but by her, who survives him, he had no issue. The Yale estates pass, under Miss Yale's strict entail, to his nephew, W. Corbet Jones-Parry, Esq., barrister-at-law, eldest son of the late Rev. J. P. Jones-Parry, Rector of Edern. Carnarvonshire, who is married, has issue, and will substitute for his own the surname and arms of Yale.

Inspector-General of Hospitals Duncan Macpherson, M.D., Honorary Physician to the Queen, died on June 8, at Mercara, Coorg.

Lieutenant-Colonel Mackintosh died on July 17, at Farr House, Inverness-shire, aged 78.

Lieutenant-Colonel George Charles d'Albiac, late of the 4th Light Dragoons, a D.L. and J.P. for Sussex, died July 15, at Brighton.

Lieutenant-Colonel Edward Twopeny, late of the 78th Foot, died on July 12, at Babbicombe, Torquay, aged 70.

Captain Charles Augustus Parkinson, late of the 37th Foot, died July 4, aged 51.

Lieutenant John Fenton Boughey, of the 2nd Foot, died on July 12, on board the Mooltan, at Alexandria. He entered the service, March, 1858; and became Lieutenant, March, 1861. Appointed Instructor of Musketry, Oct., 1863.

Ensign Charles Jebb Arnold, of the 77th Foot, died on June 9, at Peshawur, aged 22. He entered the service June, 1865.

Ensign William Burnet M'Kechnie, of the 93rd Foot, died on June 10, at Seprce, Central India, aged 19. He entered the service, Feb., 1865.

Assistant-Superintendent of Stores James Frederick Dalrymple died on June 3, at Singapore. He attained his rank, May, 1867.

Staff Assistant-Surgeon David Stranaghan, M.D., died July 17, at Cork. He entered the service, April, 1855, and served in the Crimea from May 19, 1855, including the siege and fall of Sebastopol and attacks of the 7th and 18th of June, and final assault of Sept. 8, (medal and clasp and Turkish medal).

Captain John Campbell Partridge, of the 101st Foot, died on June 14, at Cawnpore, aged 29. He entered the service, Sept., 1856; became Lieut., June, 1857; and Capt., April, 1867. He served with the Central India Field Force under Sir Hugh Rose, and was present in all the engagements in the Sangor district, siege and capture of Jhansi, battles of Betwa and Koonch, and actions at and in front of Calpee; also

present at some of the subsequent operations in Oude (medal and clasp). Served in the Indian N.W., frontier war of 1863, and was present at the attack and capture of the Crag Picquet, the Conical Hill, and Umbeylah.

Captain Roberts Torrens Pratt, of the 69th Foot, died on Aug. 2, at Dublin, aged 32. He entered the service, June, 1852; became Lieut., June, 1854; and Capt., Aug., 1858. He served in the 84th Regiment with Havelock's force, June, 1857, at the Alumbagh. Served on the staff of Brigadier Hon. Adrian Hope at the storming of the Secunder Bagh, Shah Nujeef, 32nd Mess House, and Moti Mahal; at the relief of the Lucknow garrison, occupation of the Alumbagh, under Outram; siege and capture of Lucknow; commanding a company at the storming of the Kaisar Bagh. Served with the Azimghur Field Force at the relief of Azimghur, pursuit of Koer Sing, second relief of Arrah, and all minor actions. Served in Shahabad, in all the actions at Judhespore, and its final capture. Served with the field force on the Rhotas Hills (three times mentioned in despatches, medal with two clasps, and grant of a year's service).

Commander Benjamin Hart, R.N., formerly of Kelvedon, Essex, died on the 3rd Aug., at the Grammar School, Bewdley. He entered the Navy, Jan. 9, 1807, as Clerk, on board the *Peterel*, sloop, employed on the Jamaica station, whence he returned in Nov., 1808. Becoming Midshipman, in April, 1809, of the *Minotaur*, 74, he continued to serve under that officer, on the Baltic station, until Dec. 22, 1810, when he had the misfortune to be wrecked, on the Haak Sands, near the Texel, and taken prisoner. On his release from captivity in May, 1814, he joined the *Leviathan*, 74, Capts. Adam Drummond and Thomas Briggs, in which ship we find him employed, off Lisbon and Cork and in the Mediterranean, until Nov. 1815. He then took up a commission, dated on the 6th of the previous March, and was since on half-pay. His commission bears date Jan. 10, 1863.

Commander Walter Strickland, R.N., died on the 11th Aug., at Stoneyhurst, Lancashire, aged 42. He passed his examination, Feb. 10, 1845: was appointed, July 11, 1846, mate of the *Excellent*, gunnery ship at Portsmouth, Capt. Henry Ducie Chads; obtained his commission, April 17, 1847; and since July 16 following served in the *Amphitrite*, 24, Capt. Thomas Rodney Eden.

Captain Samuel Gurney Cresswell, R.N., died at Bank House, King's Lynn, on the 14th Aug., aged 39. He entered the Navy, in 1842, on board, the *Agincourt*, 72, flagship of Sir T. J. Cochrane, with whom he served on the coast of China and in the East Indies. In Aug., 1845, he steered the boat of his captain in a gallant and successful attack made by boats on the piratical settlement of Malloodo, island of Borneo. During the operations he was engaged for upwards of an hour, under a well-sustained fire from eleven of the enemy's guns, not 200 yards distant, in effecting an opening through a strongly constructed boom, which had been placed across the river to obstruct the progress of the assailants. In the following year he served on the staff of Sir Thomas Cochrane at the capture of Bruni and other piratical forts. He passed his examination April 6, 1848, and on May 5 following he was appointed Mate of the *Investigator*, and sailed in company with the *Enterprise*, under Sir James Clark Ross, for the Arctic regions, in quest of Sir John Franklin, returning in Nov., 1849, after having been frozen up for eleven months at Port Leopold. In Dec., Mr. Cresswell who had been promoted to the rank of Lieut., Sept. 10 preceding, was

reappointed to the Investigator for the purpose of renewing the search for the lost navigators. Soon after the meeting with H.M.S. Resolute, Capt. Kellett, and the discovery of the N.-W. Passage, Lieut. Cresswell was sent in charge of the sickly part of the crew to the Resolute, with instructions to proceed thence to Beechey Island, *en route* for England with his captain's despatches. On Oct. 26, his arrival in England was celebrated by the inhabitants of Lynn, who presented him with an address in the Guildhall, and afterwards entertained him at a public banquet. After serving for a few months on board the Archer, 14, in the Baltic, where he was in action with the forts of Riga, Sept. 27, he was promoted to the rank of Commander, Oct. 21, 1854. His next appointments were Feb. 13, 1856, and March 11, 1857, to the screw steamers Sparrowhawk and Surprise. In the Surprise, he took part in the hostilities in China, where he obtained the official praise of Sir Michael Seymour, the Commander-in-Chief, for the great assistance he rendered at the destruction of the enemy's powerful forts at the mouth of the Peiho river, May 20, 1858. On Aug. 20 following, he was despatched from Hong Kong in search of a fleet of pirates, with the launch and barge of the Cambrian under his orders in addition to his own ship, and after a smart action succeeded in destroying nineteen of the enemy's vessels and taking seven. For his gallantry in this action he was again recommended by Sir Michael Seymour to the favourable notice of the Admiralty. He was in consequence advanced to the rank of Captain, Sept. 17, following. Captain Cresswell has received the Baltic and Arctic medals, and a portion of the £10,000 awarded the officers and crew of the Investigator for their discovery of the N.-W. Passage.

Colonel William Frederick Carter, C.B., of the 69rd Foot, died on July 27, at Guernsey. He entered the service, Dec., 1827; became Lieut., April, 1841; Capt., June, 1847; Major, Nov., 1855; Lieut.-Col., Nov., 1860; and Col., Nov., 1865. He served throughout the Eastern campaign of 1854-55 with the 63rd Regiment, including the battles of Alma, Balaklava, and Inkerman, expedition to Kertch, siege, assaults, and fall of Sebastopol (succeeded to the command of the regiment at the last attack), bombardment and capture of Kinbourn (medal and four clasps, Brevet Major, Knight of the Legion of Honour, 5th class of the Medjidie, and Turkish medal).

Colonel Richard Westmore, on retired full pay, 33rd Foot, died on Aug. 2, at Laurieston Lodge, West End, Hampstead, aged 75. He entered the service, May, 1812; became Lieut., April, 1813; Captain, June, 1825; Major, June, 1838; Lieut.-Col., June, 1842; and Col., Nov., 1854. He served the campaigns of 1813-14 in Germany and Holland, including both attacks on Merxem, and the assault on Bergen-op-Zoom. Served at Waterloo on the 16th, 17th, and 18th June, and was severely wounded. (Medal.)

Surgeon-Major Eneas Macintosh Macpherson, on half-pay, died on Aug. 4, in London, aged 50. He entered the service, Aug., 1840; became Surg., 1863; and Surg-Major, May, 1866. He served with the 40th Regiment at Candabar, at the relief of Khelat-i-Ghilzie, and in various minor operations in Affghanistan, in 1841-43 (medal); with the 53rd Regiment during part of the Sutlej campaign of 1845-46, and with the Lancers in the Punjaub campaign of 1848-49, including the passage of the Chenab at Ramnuggur, and battle of Chillianwallah (medal and clasp).

STATIONS OF THE ROYAL NAVY IN COMMISSION.

*(Corrected to August 26.)**With the Dates of Commission of the officers in Command.*

- Aboukir, 86, sc., Comdre. Sir F. L. McClintock, 1854, Jamaica
- Achilles, 26, sc., Capt. E. W. Vansittart, 1856, Portland
- Acorn, Hosp. Ship, Mast-com. D. H. Speer, 1856, Shanghai
- Active, 20, Training Ship, for Naval Reserve, Com. G. G. Duff, 1864, Sunderland
- Adder, st. ves., Second Master W. Blakey, (acting) Chatham
- Adventure, 2, sc. troop ship, Capt. H. D. Hickley, 1864, China
- Advice, st. ves., Second Mast-com. M. Raymond, 1849, Queenstown
- Alberta, 1, pad., Staff-com. Welch, 1863, special service
- Alert, 17, sc. Com. H. H. Knocker, 1863, Pacific
- Algerine, 3, Lieut.-com. Domville, 1862, China
- Antelope, 3, Lieut.-com. J. Bruce, 1859, West Coast of Africa
- Arethusa, 35, sc. Captain R. Coote, 1854, Mediterranean
- Argus, 6, Com. F. W. Hullowes, 1865, China
- Asia, Capt. W. C. Chamberlain, Flag of Rear-Adl. Wellesley, C.B., 1853, Guard Ship of Reserve, Portsmouth
- Assurance, 4, sc. Commander W. H. Pym, 1860, W. Coast of Africa
- Aurora, 35, sc. Capt. A. F. R. de Horsey, 1857, North America and West Indies
- Banterer, 2 sc., Lieut.-com. Pringle, China
- Barracouta, 6, Commander George D. Bevan, 1861, North America and West Indies
- Basilisk, 6, Capt. W. N. W. Hewett, V.C., 1862, China
- Bellerophon, 14, Capt. Macdonald 1854, Portsmouth
- Black Eagle, 2, pad., Staff-commander Whillier, 1863, Special Service
- Boscawen, 20, Com Macleod B. Cock-craft, 1855, Training Ship, Southampton
- Brilliant, 16, Com. J. E. Bickford, 1860, Naval Reserve Drill Ship, Dundee,
- Brisk, 16, Capt. W. C. Hope, 1861, Australia
- Bristol 39, Commodore G. T. P. Hornby, Capt. Levenson E. Somerset, 1862, West Coast of Africa
- Britannia, 8, Cadet Training Ship, Capt. Randolph, 1854, Dartmouth
- Britomart, Lieut.-Com. A. H. Allington, 1859, North America and West Indies
- Bustard, 2, sc. gunboat, Lieut.-rom. Maquay, 1855, China
- Cadmus, 21, sc., Capt. A. Gordon, 1858, North America and West Indies
- Caledonia, 31, ——— Flag of Vice Adl. Lord Clarence Paget.
- Cambridge, gunnery ship, Capt. Hon. F. A. C. Foley, 1860, Devonport
- Canopus, Naval Barrack, Captain G. Napier, 1856, Devonport
- Caradoc, pad., 2, Lieut.-com. E. H. Wilkinson, 1856, Mediterranean
- Castor, 22, Commander E. C. Symons, Naval Reserve Drill Ship, North Shields
- Challenger, 22, Capt. R. Lambert, C.B., 1855, Australia
- Chanticleer, 17, sc. Com. W. Bridges, Pacific
- Charybdis, 17, sc., Capt. A. M. L. Lyons, 1862, Australia
- Cherub, 3, Lieutenant-com. Spencer R. Huntley, 1860, Lakes of Canada
- Clio, 22, sc., Capt. N. E. B. Turnour, 1859, Pacific
- Cockatrice, 2, sc., Com. A. D. Bogle, 1865, Danube
- Cockchafer, 2, sc., gunboat, Lieut.-com. Howard Kerr, 1857, China
- Columbine, 4, sc., Com. J. E. Erskine 1862, Pacific
- Cormorant, 4, sc. Com. G. D. Broad, 1860, China
- Corielia, 11, sc., Com. De Whal, 1860, North America and West Indies
- Constance, 39, sc., Capt. E. K. Barnard, N. America and West Indies,
- Crocodile, 2, Capt. G. W. Watson, 1864, troop service.
- Cruiser, 5, Com. M. Singer, 1862, Mediterranean

- Cumberland, 24, Captain Hon. A. A. Cochrane, C.B., 1854, receiving ship Sheerness
- Dædalus, 16, Com. J. T. M. Nicholl, 1860, Naval Reserve Drill ship, Bristol
- Daphne, 4, Com G. L. Sullivan, 1862, Devonport.
- Dart, 5, Com. M. Lowther, 1859, West Coast of Africa
- Dasher, 2, st. ves., Com. J. H. Bushnell, 1861, Channel Islands
- Dauntless, 31, sc. Capt. E. P. Von Donop, 1855, Coast Guard, River Humber
- Dee, 1, st. Store Ship. Mast.-com. G. Raymondt 1858, Channel service
- Delight, 2, Lieut.-com. Larcom, 1863, West Indies.
- Donegal, 81, sc., Capt E. W. Turnour, 1854, Liverpool
- Doris, 25, sc., Capt. Charles Vesey, 1860, North America and West Indies
- Doterel, 2, sc. gunboat, Lieutenant-com. Thompson, 1854, S. E. Coast of America
- Drake, 2, Lieutenant-com. Hunt, 1860, China
- Dromedary, sc. store ship, Mast.-com. Allard, 1851, West Coast of Africa
- Dryad, 4, Com. H. B. Fellows, 1862, Devonport.
- Duke of Wellington, 49, Barrack Ship Capt. Fellowes, 1859, Portsmouth
- Duncan, 81, sc., Com. J. W. Tarleton, C.B., 1853, Channel Squadron
- Eagle, 50, Com. W. E. Fisher, 1856, Naval Reserve Drill Ship, Liverpl.
- Egmont, receiving ship, Capt. H. F. W. Ingram, 1863, Rio de Janeiro
- Elfin, pad., Mast.-com. A. Balliston, 1853, Portsmouth
- Enchantress, 1, st. Admiralty Yacht, Staff-com. J. S. Petley, 1863, particular service
- Endymion, 21, sc., Capt. Wake, Mediterranean
- Enterprise, 4, sc. Com. G. S. Bosanquet 1863, Mediterranean
- Esk, 21, sc., Capt. J. P. Luce, 1858, ordered home
- Espoir, 5, sc., Com. M. L. S. Peile, 1862, West Coast of Africa
- Euphrates, 2, Capt M. B. Dunn, 1862, voyage to India
- Excellent, gunnery ship, Capt. W. A. Hood, 1858, Portsmouth
- Falcon, 17, sc., Com. William H. Blake 1860, Australia
- Favourite, 10, sc., Capt. H. Short, 1859, North America and West Indies
- Fawn, sc., 17, Capt. A. J. Heysham, 1864, N America and West Indies
- Firequeen, st. ves., Staff-com. W. Paul, 1863, Portsmouth
- Firm, 3 Lieut.-com. Rochfort, 1860, Japan
- Fisgard, 42, Comdre. Edmonstone, Woolwich
- Flora, 40, Captain Welmshurst, 1866, Ascension
- Formidable, 26, Vice Admiral Sir B. Walker, K.C.B., Capt. Mackenzie, 1859, Sheerness
- Forester, 3, Lieut.-com. J. E. Stokes, 1858, China
- Forward, 2, sc. Lieut.-com. Denny, 1858, Pacific
- Fox, 2, sc. store ship, Staff-commander Moriarty, C.B., particular service
- Frederick William, 74, sc. Capt. John J. Kennedy, C.B., 1856, Coast Guard, Queenstown
- Galatea, 26, sc., Capt. H.R.H. The Duke of Edinburgh, K.G., 1865, Particular service
- Ganges, training ship, Com. J. E. Wilson, 1865, Falmouth
- Gannet, 11, Capt. W. Chimmo, 1864, North America and West Indies
- Gladiator, 6, st. ves., Capt. Aplin, 1861, Channel service
- Gleaner, gunboat, Lieut. Charles F. Hill 1855, Brazils
- Grasshopper, 2 sc. gunboat, Lieut.-com. J. E. Patterson, 1855, China
- Greyhound, 17, Capt. C. Stirling, 1863, Comdre. Hornby, W. Coast of Africa
- Hardy, 2, sc. gunboat, Lieut.-com. Morice, 1859, China
- Havoc, 2, sc. gunboat, Lieut.-com. Cameron, 1855, China
- Haughty, 2 sc. gunboat, Lieut.-com. Singleton, 1858, China
- Helicon, Commander E. Field, 1862, Channel Squadron
- Heron, gunboat, Lieut.-com. Solly, Lakes of Canada
- Hesper, 4, sc. store ship, Staff-com. Thain, 1863, ordered home
- Hibernia, receiving ship, Rear Adm. H. Kellelt, Com. G. L. Norcock, 1859, Malta
- Highflyer, 20, sc., Capt. M. S. Pasley, 1860, Mozambique
- Himalaya, troop ship, Capt. S. B. Piers, 1863, Particular service
- Hydra, 1, st. ves., Capt. Peter F. Shortland, 1859, Mediterranean, survey
- Icarus, 3, Com. S. P. Townshend, 1865, China
- Implacable, 24, Com. P. W. Pellew, 1863, Training Ship, Devonport
- Impregnable, 78, Capt. F. S. Tremlett, 1863, Training Ship, Devonport
- Indus, Rear Admiral Drummond, Capt. G. Willes, 1856, Devonport

- Industry, 2, sc. store ship, Mast.-com.
 E. C. T. Youel, 1850, particular
 service
 Insolent, 2, Lieut.-com. Keppel, 1859,
 China
 Investigator, 2, st. ves. Lieut. Jones,
 West Coast of Africa
 Irresistible, 24, sc., Capt. J. Borlase,
 1854, Coast Guard Southampton.
 Jackall, 4, st. ves., Lieut.-com. Dupuis,
 1859, Devonport
 Janus, 3, Lieut.-com. Johnstone, 1865,
 China
 Jaseur, 5, Com. C. F. Hotham, 1865,
 Sheerness
 Jason, 17, Capt. M. Aynsley, 1862,
 North America and West Indies
 Jumna, 2, Capt. B. S. Prichard, 1863,
 Plymouth
 Landrail, 5, sc., Com. H. L. Maitland
 West Coast of Africa
 Lee, 5, Com. C. W. Andrews, 1861,
 Sheerness.
 Lizard, 1, st. ves., Lieut.-com. Price,
 1854, Sheerness
 Liffey, 31, sc., Capt. J. O. Johnson,
 1856, Devonport
 Lightning, 3, st. ves., Com. D. Aird,
 survey Coast of Scotland
 Linnet, 2, sc., Lieut. Com. C. P. Bush,
 1857, Brazil
 Lion, 60, sc. Capt. J. M. Hayes, C.B.
 1855, Coast Guard, Devonport
 Lord Clyde, 24, sc. Capt. R. Dew, C.B.
 1858, Portland
 Lord Warden, sc., 20, Capt. W. R. Rol-
 land, 1857, Devonport
 Lyra, 9, sc., Com. R. A. Parr, 1861.
 Mozambique
 Malabar, 2, Capt. F. D. Rich, 1865,
 troop service.
 Malacca, 17, Capt. R. B. Oldfield, 1862,
 Pacific
 Magnet, gunboat, Lieut.-com. G. B.
 Goolden, 1854, Sheerness
 Manilla, sc., Mast.-com. Ryan, 1854,
 China
 Martin, 12, Training brig, Lieut.-com.
 G. B. Evans, Portsmouth
 Medusa, 2, st. ves. Mast.-com. Potter,
 1851, Channel service
 Megæra, 6, Capt. J. Simpson, 1865,
 store service
 Minotaur, 24, Captain J. G. Good-
 enough, 1863, Channel Squadron
 Minstrel, 2, Lieut.-com. M. B. Med-
 leyott, 1859, Lakes of Canada
 Mullet, 5, Commodore A. P. V. Robin-
 son, 1861, West coast of Africa
 Mutine, 17, sc. Com. William Swin-
 burn, 1858, Pacific
 Narcissus, 35, sc. Rear Adm. G. Ram-
 say, C.B., Capt. J. C. Wilson, 1865
 Brazil
 Nassau, 5, Capt. R. C. Mayne, 1864,
 Straits of Magellan
 Nereus, 6, store depot, Staff.-com. C.
 R. P. Forbes, 1863, Valparaiso
 Nettle, 2, Lieut.-com. ——— Jamaica
 Niger, 13, Capt. J. Bruce, 1862, North
 America and West Indies
 Nimble, 5, Com. A. J. Chatfield, 1862,
 North America
 Niobe, 4, Com. T. E. Mackenzie, 1863,
 Devonport
 Nympha, 4, Com. T. Barnardiston,
 1862, Devonport
 Ocean, 23, iron-clad, Capt. Chandos
 Stanhope, Mediterranean
 Octavia, Capt. L. G. Heath, C.B. 1854,
 East Indies
 Oberon, 3, st. ves., Lieut.-com. Hand,
 1858, West Coast of Africa
 Opossum, 2, Lieut.-com. Mainwaring,
 1858, China
 Orontes, 2, sc., troop ship, Capt. H.
 Phelps, 1864, Portsmouth
 Osborne, st. yacht, Com. John D'Arcy,
 1863, particular service
 Osprey, sc. 4, Com. W. Menzies, 1862,
 ordered home
 Pallas, 6, Capt. M. Connolly, 1858
 Devonport
 Pearl, 21, Capt. J. F. Ross, China
 Pelorus, 21, sc. Capt. W. H. Haswell
 1858, ordered home
 Pembroke, 25, sc. Commodore John W.
 Tarleton, C.B., Capt. Spencer,
 1856, Harwich
 Penguin, 5, Lt.-com. Garforth, East
 Indies.
 Perseus, 17, sc., Com. E. Stevens, 1860,
 China
 Petrel, 3, Com. W. E. Gordon, 1861,
 Cape of Good Hope
 Phœbe, 35, Capt. T. Bythesea, V.C.,
 1861, Devonport
 Pigmy, 3, st. ves. Mast.-com. Petch.
 1861, Portsmouth
 Porcupine, 3, st. ves. Staff.-com. Calder
 1863, Downs, survey
 President, 16, Com. Comber, 1860,
 Naval Reserve Drill Ship, London
 Prince Consort, 31, sc., Capt. Edward
 A. Inglefield, 1853, Mediterranean
 Princess Alice, 1, st. ves., Mast.-com.
 Parker, 1855, Devonport
 Princess Charlotte, 12, Comdre. Jones,
 1863, Receiving Ship, Hong Kong
 Psyche, 2, st. ves., Lieut.-com. Sir
 Francis Blackwood, Bart, 1859,
 Mediterranean
 Racer, sc., 11, Com. L. Brine, 1854,
 Mediterranean
 Racoon, 22, sc., Capt. R. Purvis, 1857,
 Cape of Good Hope
 Ranger, 5, sc. Com. W. A. Gambier,
 1865, Coast of Africa

- Rattier, 17, sc., Com. J. T. Swann, 1864, China
- Reindeer, 7, Com. E. Nares, 1860, Pacific
- Research, 4, sc., Com. A. Morrell, 1861, Coast of Ireland
- Revenge, 73, Capt. G. Le G. Bowyear, 1856, Pembroke
- Rifleman, 8, sc., Mast. com. J. W. Reed, 1858, China Seas, survey
- Rinaldo, 7, Com. W. K. Bush, 1861, China
- Rodney, 78, sc., Capt. A. C. F. Heneage, 1866, Vice-Adml. Hon. Sir H. Keppel, K.C.B., China
- Royal Adelaide, 26, Adml. W. F. Martin, Bart., K.C.B. Capt. W. Preedy, C.B. 1855, Devonport
- Royal Alfred, 18, sc., Capt. F. A. Herbert, 1864, Vice-Adml. Sir G. R. Mundy, K.C.B., N. A. & W Indies
- Royal George, 78, sc., Capt. Thomas Miller, 1852, Coastguard Kingstown, Dublin
- Royal Oak, 35, sc. Capt. G. Keane, 1854, Mediterranean
- Royal Sovereign, sc., 5, Capt. C P Coles, C.B., 1856, Portsmouth
- Salamander, 6, st. ves., Com. G. S. Nares, 1862, ordered home
- Salamis, 1, st. ves. Com. F. G. Suttle, 1863, China
- Sandfly, gunboat, Lieut. Shuckburgh, 1863, Devonport
- Satellite, 11, Capt. J. Edye, 1862, passage to China
- Saturn, Capt. Hall, 1855, Pembroke
- Scout, 21, Capt. J. A. P. Price, 1860, Pacific
- Serpent, 3, Com. J. Bullock, surveying in Japan
- Sealark, 8, Training Brig, Lieut.-com. J. N. Croke, 1855, Devonport
- Serapis, 2, Capt. J. C. Soady, 1863, troop service.
- Seringapatam, Receiving Ship, Com. Caldwell, C.B., Cape of Good Hope
- Sharpshooter, 6, sc., Lieut.-com. B. W. Bax, 1858, Brazil
- Shearwater, 11, sc. Com. Thomas G. Smith, 1862, ordered home
- Simoom, 4, Capt. Thomas B. Lethbridge 1843, troop service
- Skylark, 2, Lieut.-com. Swinton, 1856, Gibraltar
- Slaney, 3, sc. gunboat, Lieut.-com. Elwyn, 1855, China
- Snap, 2, Lieut.-com. Powys, 1859, China
- Sparrowhawk, 4, Com. E. A. Porcher, Pacific
- Speedy, 2, gunboat, Mast.-com. Burney 1859, Channel Islands
- Speedwell, sc., 5, Com. T P Jones-Parry, Woolwich
- Sphinx, 6, Capt. R. V. Hamilton, 1862, North America and West Indies
- Spider, 2, sc. gunboat, Lieut.-com. John B. Mitchell, 1854, S. E. Coast of America
- Spiteful, 6, paddle, Com. B. L. Lefroy, 1863, Brazil
- Sprightly, st. ves., Mast.-com. G. Allen acting, Portsmouth
- Squirrel, 8, Training Brig, Lieut.-com. T. K. Hudson, 1857, Devonport
- Star, 4, Com. R. Bradshaw, East Indies
- St. George, 84, sc. Capt. M. S. Nolloth 1856, Coast Guard, Portland
- Staunch, 2, sc., Lieut.-com. Dunlop, 1856, China
- St. Vincent, 26, Training Ship, Com. Carter, 1862, Portsmouth
- Steady, 5, sc. Com. J. P. Parry 1863, North America and West Indies
- Supply, 2, sc. Staff-com. C. Bawden, 1864, store service Woolwich
- Sutlej, 35, sc., Vice-Adml. Hon. J. Denman, C.B., Capt. T. P. Cuode. 1852, ordered home
- Sylvia, 4, Com. E. Brooker, 1863, China
- Tamar, 2, sc. troop ship, Capt. F. W. Sullivan C.B., 1863, Portsmouth
- Terrible, 21, Capt. Commerell, V.C., 1859, Mediterranean
- Terror, 16, sc. Capt. J. B. Wainwright, 1853, Bermuda
- Topaze, 31, Comdre. Powell, 1858, Pacific
- Torch, 5, sc., Capt. G. Douglas, West Coast of Africa
- Trincomalee, 16, Com. E. T. Nott, 1863, Naval Reserve drill Ship, Hartlepool
- Triton, pad., 3, Lieut.-Com. R. H. Napier 1857, Brazils
- Tyrian, 1, Lieut. Hon. V. A. Montague, 1860, Mediterranean
- Urgent, 4, sc. Capt. S. H. H. Henderson, 1863, troop service
- Valorous, 16, st. ves., Capt. C. Forsyth 1857, Cape of Good Hope.
- Vestal, 4, sc., Com. S. P. Brett, 1862, West Coast of Africa
- Victoria and Albert, steam yacht, Capt. H.S.H. Prince Leiningen, K.C.B., 1860, Portsmouth
- Victory, 12, Capt. F. B. P. Seymour, flagship of Admiral Sir T. Pasley, Bart., Portsmouth
- Virago, 6, pad., Com. H. M. Bingham, 1862, passage to Australia
- Vigilant, 4, sc., Com. R. A. O. Brown, 1862, East Indies and Cape of Good Hope

- Vindictive, 2. store ship, Mast.-com. G. Stovin, Fernando Po
Vivid, 2, st. ves. Staff.-com. T. W. Sullivan, 1863, Woolwich
Warrior, 32, Capt. H. Boys, 1857, Portsmouth
Wasp, 13, sc. Capt. Norman B. Beddingfield, 1862, Mozambique ordered home
Waterwitch, hyd. prop., Com. P R Sharpe, Woolwich
Wezael, 1, sc. gunboat Lieut.-com. Tuke, 1856, China
Wellesley, 17, Capt. W. H. Stewart, C.B. 1854, Chatham
Wildfire, st. ves. Mast.-com. G. Brockman, 1854, Sheerness
Winchester, 12, Drill Ship for Naval Reserve, Com. Charles J. Balfour, 1865, Aberdeen
Wizard, 1, Lieut.-com. Patrick J. Murray, 1859, Mediterranean
Wolverine, 21, sc., Capt. T. Cochran, 1857, N. America and W. Indies
Wyvern, 4, Capt. H. T. Burgoyne, 1861, Portsmouth
Zealous, 20, ironclad, Capt. R. Dawkins 1863, Flag of Rear Admiral Hon. G. F. Hastings, Pacific
Zebra, 7, Com. Edwin J. Pollard, 1861, China

STATIONS OF THE BRITISH ARMY.

(Corrected up to the 26th August, 1867, inclusive.)

Where two places are mentioned, the last-named is that at which the Depot is stationed.

- 1st Life Guards—Hyde Park
 2nd do.—Windsor
 Royal Horse Guards—Regent's Park
 1st Dragoon Guards—Aldershot
 2nd do.—Bengal, Canterbury
 3rd do.—Bombay, ditto.
 4th do.—Aldershot
 5th do.—Colchester
 6th do.—Cahir
 7th do.—Bengal, Canterbury
 1st Dragoons—Newbridge
 2nd do.—Curragh
 3rd Hussars—Hounslow
 4th do.—York, Canterbury
 5th Lancers—Bengal, Canterbury
 6th Dragoons—Colchester.
 7th Hussars—Bengal, Canterbury
 8th do.—Manchester
 9th Lancers—Dublin
 10th Hussars—Dundalk
 11th Hussars—Bombay, Canterbury
 12th Lancers—Newbridge
 13th Hussars—Canada, Canterbury
 14th do.—Edinburgh
 15th Hussars—Aldershot
 16th Lancers—Madras, Canterbury
 17th do.—Aldershot
 18th Hussars—Madras, Canterbury
 19th do.—Bengal, ditto.
 20th do.—Bengal, ditto.
 21st do.—Bengal, ditto.
 Military Train—Woolwich, Troops, 5, 7, 18, 20, 21, 24,—Chatham 23.
 Do.—Kensington and Regent's Park, 4.
 Do.—Portsmouth, 19.
 Do.—Dublin, 2 and 3.
 Do.—New Zealand, 13, 14, 15, and 16
 Do.—Aldershot, 1, 9, 10, 11, 12, 17, and 22.
 Do.—Curragh, 6 and 8
 Grenadier Guards (1st bat.)—Tower
 Do.—(2nd bat.)—Chelsea Barracks
 Do.—(3rd bat.)—Wellington Barracks
 Coldstream Gds (1st bat.)—St. George's Barracks
 Do. (2nd bat.)—Dublin
 Scots Fusilier Guards, (1st bat.)—Windsor
 Do. (2nd bat.)—Wellington Brks
 1st Foot (1st.)—Madras, Chatham
 Do. (2nd bat.)—Bombay ditto.
 2nd do. (1st bat.)—Bombay, ditto.
 Do. (2nd bat.)—Birr
 3rd do. (1st bat.)—Bengal, Shorncliff
 Do. (2nd bat.)—Belfast
 4th do. (1st bat.)—Bombay, Parkhurst
 Do. (2nd bat.)—Nova Scotia ditto.
 5th Foot (1st bat.)—Bengal, Shorncliff
 Do. (2nd bat.)—Dover
 6th do. (1st bat.)—Fermoy
 Do. (2nd bat.)—Edinburgh
 7th do. (1st bat.)—Bengal, Walmer
 7th do (2nd bat.)—Gosport, Walmer
 8th do. (1st bat.)—Malta, Chatham
 Do. (2nd bat.) Malta, ditto
 9th do. (1st bat.)—Cape, Pembroke
 Do. (2nd bat.)—Japan, Pembroke.
 10th do (1st bat.)—Japan, Chatham
 Do. (2nd bat.)—Madras, Chatham
 11th do (1st bat.)—Bengal, Parkhurst
 Do. (2nd bat.) Cape of Good Hope, Parkhurst
 12th do. (1st bat.)—New Zealand, Devonport
 Do. (2nd bat.)—Bengal, Gosport
 13th do. (1st bat.)—Gibraltar Shorncliff
 Do. (2nd bat.)—Portland, Weymouth
 14th do. (1st bat.)—Malta, Chatham
 Do. (2nd bat.)—Melbourne, Chatham
 15th do (1st bat.)—N. Brunswick, ditto.
 15th do. (2nd bat.)—Gibraltar, Chatham
 16th do. (1st bat.)—Canada, Colchester
 Do. (2nd bat.)—Barbadoes, ditto
 17th do (1st bat.) Kilkenny
 Do. (2nd bat.)—Canada, Chatham
 18th do. (1st bat.) Chester
 Do. (2nd bat.)—New Zealand, Colchester
 19th do. (1st bat.)—Bengal, Sheffield
 Do. (2nd bat.)—Birmah, Sheffield
 20th do. (1st bat.)—Devonport
 Do. (2nd bat.)—Cape, Shorncliff
 21st do. (1st bat.)—Curragh
 Do. (2nd bat.)—Madras, Preston
 22nd do. (1st bat.)—New Brunswick Chatham
 Do. (2nd bat.)—Mauritius, ordered home Newcastle-on-Tyne
 23rd do. (1st bat.)—Bengal, Walmer
 Do. (2nd bat.)—Canada, Walmer
 24th do. (1st bat.)—Malta, Sheffield
 Do. (2nd bat.)—Rangoon, Sheffield
 25th do. (1st bat.)—Glasgow, Stirling
 Do. (2nd bat.)—Bengal, Preston
 26th do.—Bombay, Preston
 27th do.—Bengal, Dover
 28th do.—Mullingar
 29th do.—Canada, Chatham
 30th do.—Canada, ditto.
 31st do.—Malta Chatham
 32nd do.—Mauritius, Colchester
 33rd do.—Bombay, Sheffield

- 34th do.—Portsmouth.
 35th do.—Bengal, Colchester
 36th do.—Bengal, Pembroke Dock
 37th Foot.—Bengal, Pembroke
 38th do.—Bengal, Parkhurst
 39th do.—Enniskillen
 40th do.—Devonport
 41st do.—Bengal, Colchester
 42nd do.—Bengal, Stirling
 43rd do.—Aldershot
 44th do.—Aldershot
 45th do.—Bombay, Chatham
 46th do.—Bengal, Pembroke
 47th do.—Nova Scotia, Pembroke
 48th do.—Dublin
 49th do.—Bombay, Colchester
 50th do.—Sydney, Chatham
 51st do.—Dover
 52nd do.—Dublin
 53rd do.—Canada, Shorncliffe
 54th do.—Aldershot
 55th do.—Bengal, Sheffield
 56th do.—Aldershot
 57th do.—New Zealand, on passage home
 Manchester
 58th do.—Bengal, Pembroke
 59th do.—Ceylon, Gosport
 60th do. (1st bat.)—Malta, Winchester
 Do. (2nd bat.)—Cork
 Do. (3rd bat.)—Madras, Winchester
 Do. (4th bat.)—Canada, Winchester
 61st do.—Bermuda, Gosport
 62nd do.—Buttevant
 63rd do.—Dublin
 64th do.—Malta, Parkhurst
 65th do.—Aldershot
 66th do.—Jersey
 67th do.—Waterford
 68th do.—Aldershot
 69th do.—Canada, Preston
 70th do.—Aldershot
 71st do.—Fermoy
 72nd do.—Aldershot
 73rd do.—China, Shorncliff
 74th do.—Limerick
 75th do.—Gibraltar Shorncliffe
 76th do.—Madras, Shorncliffe
 77th do.—Bengal, Gosport
 78th do.—Canada, Aberdeen
 79th Foot.—Bengal, Aberdeen
 80th do.—Aldershot
 81st do.—Cork
 82nd do.—Bengal, Chatham
 83rd do.—Gibraltar, Colchester
 84th do.—Jamaica, Colchester
 85th do.—Curragh
 86th do.—Mauritius, Gosport (detained
 at Cape of Good Hope)
 87th do.—Gibraltar, Walmer
 88th do.—Bengal, Parkhurst
 89th do.—Dublin
 90th do.—Bengal, Preston
 91st do.—Bengal, Stirling
 92nd do.—Curragh
 93rd do.—Bengal, Aberdeen
 94th do.—Bengal, Colchester
 95th do.—Bombay, Pembroke
 96th do.—Bombay, Colchester
 97th do.—Portsmouth
 98th do.—Portsmouth
 99th do.—Cape of Good Hope, Preston
 100th do.—Canada, Colchester.
 101st do.—Bengal, Walmer
 102nd do.—Madras, Shorncliff
 103rd do.—Bengal, ditto.
 104th Bengal, Walmer
 105th do.—Bengal, Shorncliff
 106th do.—Bengal, Chatham
 107th do.—Bengal, Preston
 108th do.—Madras, Gosport
 109th do.—Bombay, Chatham
 Rifle Brigade (1st bat.)—Canada, Win-
 chester
 Do. (2nd bat.)—Bengal, Winchester
 Do. (3rd bat.)—Bengal, Winchester
 Do. (4th bat.)—Canada, Winchester
 1st West India Regiment—Sierra Leone
 2nd do.—Bahamas
 3rd do.—Jamaica
 4th do.—Barbados
 Ceylon Rifle Regiment—Ceylon & China
 Cape Mounted Rifles—Cape of Gd. Hope
 Royal Canadian Rifle Regiment—Canada
 Royal Malta Fencible Artillery—Malta

DEPOT BATTALIONS.

- 1st Depot Battalion—Chatham
 2nd do.—ditto.
 3rd do.—ditto.
 4th do.—Colchester
 5th do.—Parkhurst
 6th do.—Walmer
 7th do.—Winchester
 8th do.—Colchester

- 9th do.—Preston
 10th do.—Shorncliff
 11th do.—Gosport
 12th do.—Shorncliff
 13th do.—Pembroke
 14th do.—Sheffield
 15th do.—Aberdeen
 Cavalry Depot—Canterbury

PROMOTIONS AND APPOINTMENTS.

NAVY.

ADMIRALTY, July 19.

J E Loney, Esq., has this day been promoted to the rank of Staff Capt. in Her Majesty's Fleet, with seniority of July 1, 1867.

Mr. W J Pratten has this day been promoted to be First Class Assist. Engineer in Her Majesty's Fleet, with seniority of June 8, 1867.

July 22.

The undermentioned Officers have this day been promoted to be Retired Rear Admirals, under the provisions of Her Majesty's Order in Council of June 26, 1867.

Captains—J G Gordon, and G F Herbert, with seniority from July 1, 1867.

Mr. W R Davey has this day been promoted to the rank of Acting Engineer in Her Majesty's Fleet, with seniority of May 22, 1866.

The Rev. S Kenah has this day been appointed Chap. and Naval Inst. in Her Majesty's Fleet.

F S Stooke, Esq., has this day been appointed Naval Inst. in Her Majesty's Fleet.

Aug. 5.

H Brehaut, Esq., to be Retired Captain in Her Majesty's Fleet, under Order in Council of June 26, 1867.

Lieut. R H D King has this day been promoted to be Com. in Her Majesty's Fleet.

July 23.

Mr. R Harvey has this day been promoted to the rank of Boatswain in Her Majesty's Fleet.

July 25.

The following promotions have this day been made:—

To be Engineers in Her Majesty's Fleet:—

Messrs—R B Turner, T A Sawyer, G Duncan, A H Symes, E Chambers, W Johnston, R Wingfield, and H H Small.

Aug. 9.

The following promotions have this day been made:—W McDowall, Esq., to be Chief Engineer in Her Majesty's Fleet; T E Miller Esq., to be Chief Engineer in Her Majesty's Fleet.

Aug. 12.

C H Dillon, Esq., has this day been promoted to the rank of Retired Com. in Her Majesty's Fleet, under Order in Council of June 26.

S Bowden, Esq., M.D., has this day been promoted to the rank of Staff Surg. in Her Majesty's Fleet, with seniority of June 25.

Aug. 17.

J T Caddy, Esq., M.D., has this day been promoted to the rank of Staff Surg. in Her Majesty's Fleet, with seniority of July 7.

The undermentioned officers have been this day promoted to the rank of paymaster in her Majesty's Fleet:—C G Nash, Esq., T N Frith, Esq., and E S M Power, Esq.

The following promotions have this day been made:—Mr. W J Canter to be first class assist. eng. in her Majesty's Fleet, with seniority of April 5. Mr. J J Warren to be first class assist. eng. in her Majesty's Fleet, with seniority of April 22; Mr. W G Littlejohn to be first class assist. eng. in her Majesty's Fleet, with seniority of Aug. 11.

ADMIRALTY, Aug. 20.

T W R Pike, Esq., to be Retired Captain in her Majesty's Fleet, under Order in Council of June 26.

To be Staff Commanders in her Majesty's Fleet:—F B Henwood, Esq.; G Marsh, Esq.; W H Harris, Esq.; A Balliston, Esq.; R Sturgess, Esq.; C Fox, Esq.; W Mayes, Esq.; G H Inskip, Esq.; J W H Harvey, Esq.; B B Stuart,

Esq.; H B Akaster, Esq.; J M Share, Esq.; J Kiddle, Esq.: W H Sharp, Esq.: F Inglis, Esq.: A Brown, Esq.: R L Cleveland, Esq.; N G Arguinbeau, Esq.; J G Dathan, Esq.; W B Shellabear, Esq.; E Swain, Esq.: R C Dyer, Esq.; J Thompson, Esq.; G S Alldricks, Esq., D Hall, Esq.; W G Aldrich, Esq.; J P C Clements, Esq.: H P Ward, Esq., J C Sol-fleet, Esq., T A Hull, Esq.; J Waye, Esq., E Wilds, Esq.; C G Johnston, Esq.; D Moore, Esq.; G D Perry, Esq.: W P Hains, Esq.; F W Rea, Esq.; W H Fawckner, Esq.: H S Ley, Esq.

ADMIRALTY, Aug. 21.

Mr. W Pearson has this day been promoted to the rank of acting eng. in her Majesty's Fleet, with seniority; July 27, 1866.

PROMOTIONS AND APPOINTMENTS.

Cpts.—H Boys to Warrior; W R Rolland to Lord Warden, commissioned: J O Johnson to Liffey, commissioned.

Commanders—G O Twiss to Warrior. C F Hotham to Jaseur, commissioned.

Staff Commander—G A Walters, to Victory.

Lieuts.—E A Bolitho and E L Trafford to Liffey: W W Smyth to Ganges: J Hayes to Impregnable; A H Froude, and J G Musters to Lord Warden: A T Bagge to Duke of Wellington; F M Ommanney, A P M Lake, E M Dayrell, C S Shuckburgh, C E Foot, A C H Paget and A W Warry to Mersey; F H Hastings, A M Williams, F W B Jones and C B Powell to Warrior: W Neilson to Cumberland, for service in the Naval Barracks: C A Watts and W Thresher to Liffey: J M Morger, to Donegal: J C Wilkinson to St. George: H N Alleyne to Speedwell: F H S O'Brien to Simoom: C La Primaudave to Lord Warden: W Sherbrooke and G N Smallpiece to Crocodile: J E Greenhow to Mersey: W Stewart, to be flag lieut. to Vice Admiral Lord C Paget, C.B., Com.-in-Chief in the Mediterranean: L F Britten to Caledonia: A M Williams to the Nassau: C H Bliss to the

Warrior: E F B Smith to the Royal Adelaide.

Navigating Lieuts.—A Gain to Figgard, for Rosario; W F Lew to Liffey: J C Dathan, to Cumberland: T L Mourilyan to Medusa, additional: J Edwards to Nympe. A F Boxer and W B Shellabear to Himalaya.

Navigating Sub-Lieut.—H A Easther to the Warrior: J G Fowling to Speedwell.

Sub-Lieuts.—W Skipwith to Liffey: F R Dicken to Warrior: F Coddington, to Lord Warden: R C Gorst to Warrior.

Midshipmen—L M Kirwan and U S Glasbrook, to Lord Warden; C H Adair, G A G Grant, A F St. Clair, and F W Wyley, to Warrior: A L Winslee and M M'Causland, to Liffey. J B Benett, C G J Craford, and C F Oldham to the Liffey: R G Craigie to the Lord Warden: W Downes, H Leigh, and J B Young to the Achilles: E F Grove and H B M Buchanan to the Warrior: F R Sandilands to the Narcissus.

Navigating Midshipman—C R H Robinson, to Warrior.

Naval Cadets—R C Sparke, to Liffey. A E Thomas to the Achilles: J Bond and F Alexander, to the Warrior: D D E McGillycuddy and E O'H Tobin to the Lord Warden: F P Jackson and C H Cross to the Liffey.

Naval Cadets (nominated)—H Mason, W Armstrong, B C F M Whithard: W J Beatty, C F Bullen.

Staff Surgeons—H Trevan, M.D. to Lord Warden; J C Walsh to Warrior.

Surgeons—J E Dyas to Doris: J Fisher additional, to Cambridge, E H Evans to Lord Warden: W J Hamilton additional in lieu of an assist., to Warrior: F W Blake, M.D. to Liffey: W Richardson to Wellesly, additional, for Melville Hospital.

Paymasters—J G Whiffin to Warrior: E M Stone to Liffey: J M Lowcay to Lord Warden: W J R Hall to Cumberland.

Naval Instructor—J W Lawless to the Warrior.

Assist. Surgs.—C C Mitchinson to the Cumberland; W J Inman to the Donegal; W E Dillon to Cumberland; G Curtis to Crocodile; J P Way to Speedwell; A Robertson, M.D., to Aboukir.

Acting Assist. Surg.—S Kellet, to Ocean.

Assist. Paymaster-in-Charge—J K Bell, to Speedwell.

Assist. Paymasters—J G Card to Victory; P O M Presgrave to Warrior; E P Rimal to Liffey; W F Croswaithe to Lord Warden; T D Goodwin to the Irresistible.

Clerks—B S Tobin, to Warrior; W B Clark, to Liffey; T R B Rogers, to Lord Warden.

Assistant Clerks—T Foster to Warrior; W B Clark, to Liffey; A H L Giles, to Lord Warden.

Chief Engineers—W Stephens to Sphinx; W Buchan, and M Murray to Warrior; W Austen to Mersey; J Gillies to Cumberland, for Scylla; O Jones to Indus for service in Liverpool; C J Tucker to Niger.

Engineers—B Freeman, H White (a), and J M'Master, to Warrior; W F Innes, to Warrior; P Richmond, to Speedwell; W H Brimfield and W H Croxall, to Mersey; J Ireland, to Indus, for Penelope; J Harris to Indus, for Prince Consort; S S Sugden, to Rodney; W M'Dowall, to Mersey, for Whiting; G H Laxdell, to Rodney; J Vercoe, to Rodney; J D Lamont, to Mersey, for Sandfly; H W White, to Rodney; D M'Vean, for Adare; J Bannerman, to Mersey, for Rose; J Weir, to Mersey, for Bruiser; J Ferguson (a), to Mersey, for Griper; A Stewart and F Day to the Crocodile.

First Class Assist. Eng.—E Irish, G F Paterson, and H Brown (b), to Warrior; W Hopkins and W T Searle, to Speedwell; J Jenkins, J W Smart, W A Betts, J Taylor (c), and T Burnes, to Mersey; H Burston, to Mersey, for Griper; W E Prescott, to Mersey, for Bruiser; J B C Warrington, to Mersey, for Sandfly; G Purkis, to Mersey,

for Rodney; M Watson, to Mersey for Lark.

Sec. Class Assist. Eng.—W H White to the Crocodile; J A Bradbrook, to Warrior; F Smiley, to Rodney; G I James, to Whiting.

Acting Sec. Class Assist. Eng.—M B Miller to Warrior.

COASTGUARD.

APPOINTMENTS.

Inspecting Coms.—J Nott, additional, to Royal George, for Wicklow Division, vice E Barkley, to Folkestone, vice W Spratt, period of service expired. L Geneste, to Clifden, vice Jardine, invalidated.

REMOVALS.

Chief Officer (2nd class)—Mr. P McCormick, from Chichester Harbour, to Cockbush.

ROYAL MARINES.

ADMIRALTY, Aug. 10.

Royal Marine Light Infantry—C G Harston, gent., to be sec. lieutenant; July 31.

ADMIRALTY, Aug. 14.

Royal Marine Light Infantry—Sec. Lieut. L Fortescue to be first lieutenant, vice Baker, on half pay; Aug. 9.

ADMIRALTY, Aug. 22.

Promotions in the Royal Marines consequent on the re-organization of the corps under Her Majesty's Order in Council of Aug. 3, 1867:—

Royal Marine Artillery—First Lieut. and Quart. J C Crawford to be capt., First Lieut. and Adj. J C R Colomb to be capt., First Lieut. R B Gardner to be 2nd capt., First Lieut. J F Crease to be sec. capt., First Lieut. C P Heaslop to be sec. capt., First Lieut. R L Bouchier to be sec. capt., First Lieut. G L Tupman to be sec. capt., First Lieut. C C Suther to be sec. capt., First Lieut. C W Fothergill to be sec. capt., First Lieut. and Adj. H Ives de Kautzow to be sec. capt., First Lieut. S T Bridgford to be sec. capt., First Lieut. C James Kinsman to be sec. capt., First Lieut. W D Welch to be sec. capt., First Lieut. W Stewart to be sec. capt., First Lieut. C B Smith to be sec. capt., 2nd Lieut.

S H B Northcote to be lieut., 2nd Lieut. A Tupman to be lieut., 2nd Lieut. V D Matthias to be lieut., 2nd Lieut. B G. Hall to be lieut., 2nd Lieut. F Roberts to be lieut., 2nd Lieut. G A N Kitson to be lieut., 2nd Lieut. W Miller to be lieut., 2nd Lieut. G M S Douglas to be lieut., 2nd Lieut. W Campbell to be lieut., 2nd Lieut. A Allen to be lieut.

Royal Marine Light Infantry—First Lieut. V W Sims to be capt. First Lieut. R L Price to be capt., First Lieut. T M Hewett to be capt., First Lieut. G Johnstone to be capt., First Lieut. A Macintosh to be capt., First Lieutenant H T S Davis to be capt., First Lieut. C W Carlyon to be capt., First Lieutenant W W Allnutt to be capt., First Lieut. H T M Cooper to be sec. cap., First lieut. and Quart. A W D Smith to be sec. capt., First Lieut. J C Hora, to be second captain, First Lieut. A Hill to be sec. capt., First Lieut. W N G Johnson to be sec. capt., First Lieut. J M Moody to be sec. capt., First Lieut. S R Buckle to be sec. capt., First Lieut. and Adj. C L Owen to be sec. capt., First Lieut. G F Gamble to be sec. capt., First Lieut. S E W Hemmans to be sec. capt., First Lieut. E H White to be sec. capt., First Lieut. and Adj. A Fonblanque to be sec. capt., First Lieut. and Adj. M A H J Heriot to be sec. capt., First Lieut B D Kennicott to be sec. capt., First Lieut. G C Boase to be sec. capt., First Lieut. and Quart.-mast. W M Prichett to be sec. capt., First Lieut. G M Shewell to be sec. capt., First Lieut. and Adj. J M Hamilton to be sec. capt., First Lieut. and Adj. J W Scott to be sec. capt., First Lieut. S T Collins to be sec. capt., First Lieut. G H Elliot to be sec. capt., First Lieut. W W G B Willis to be sec. capt., First Lieut. J G Fitzgerald to be sec. capt., First Lieut. W E Despard to be sec. capt., First Lieut. and Quart.-mast. W J Barker to be sec. capt., 2nd Lieut. F Baldwin to be lieut., 2nd Lieut. E H Parker to be lieut., 2nd Lieut. J

Craigie to be lieut., 2nd Lieut. A E Sparshott to be lieut., 2nd Lieut. J A R McKechnie to be lieut., 2nd Lieut. F M Eden to be lieut., 2nd Lieut. W C James to be lieut., 2nd Lieut. F B Drury to be lieut., 2nd Lieut. C Waddy to be lieut., 2nd Lieut. L H G Cross to be lieut., 2nd Lieut. J H Sandwith to be lieut., 2nd Lieut. R B Kirchoffer to be lieut., 2nd Lieut. R D D Jervois to be lieut., 2nd Lieut. E B Byrch to be lieut., 2nd Lieut. A B Crosbie to be lieut., 2nd Lieut. A H Blaxland to be lieut., 2nd Lieut. J H Price to be lieut., 2nd Lieut. A Hamilton Des Barres to be lieut., 2nd Lieut. R W Heathcote to be lieut., 2nd Lieut. R P Coffin to be lieut., 2nd Lieut. A A Crespin to be lieut., 2nd Lieut. F V B Yates to be lieut., 2nd Lieut. W Wilmot to be lieut., 2nd Lieut. T A Le Breton to be lieut., 2nd Lieut. W H McCheane to be lieut., 2nd Lieut. C A R Musters to be lieut., 2nd Lieut. G A E Gore to be lieut., 2nd Lieut. H C Horrocks to be lieut., 2nd Lieut. T W Dowding to be lieut., 2nd Lieut. A E Chapman to be lieut., 2nd Lieut. J M Hume to be lieut., 2nd Lieut. F J A Croker to be lieut., Sec. Lieut. H C R Macpherson to be lieut., 2nd Lieut. G Hobart to be lieut., 2nd Lieut. W P Ramley to be lieut., 2nd Lieut. B St. L Denny to be lieut., 2nd Lieut. H H Morgan to be lieut., 2nd Lieut. A D Corbet to be lieut., 2nd Lieut. H R Carter to be lieut., 2nd Lieut. J F Luxmoore to be lieut., 2nd Lieut. E A M Liardet to be lieut., 2nd Lieut. H Olive to be lieut., 2nd Lieut. J N Emra to be lieut., 2nd Lieut. B B P Hamilton to be lieut., 2nd Lieut. T F D Bridge to be lieut., 2nd Lieut. R B Deane to be lieut., 2nd Lieut. J Le C Robilliard to be lieut., 2nd Lieut. C R Denby to be lieut., 2nd Lieut. J A A Eckford to be lieut., 2nd Lieut. S Polkinghorne to be lieut., 2nd Lieut. M B Segar to be lieut., 2nd Lieut. W H Hobbs to be lieut., 2nd Lieut. H R B Owen to be lieut., 2nd Lieut. E J W Noble to be lieut., 2nd Lieut. E R M Crooke to be lieut., 2nd Lieut. O'Hara J

Tobin to be lieut., 2nd Lieut. A C Smyth to be lieut., 2nd Lieut. J E B Warde to be lieut., 2nd Lieut Charles B G Dick to be lieut., 2nd Lieut. Laurence Edge to be lieut., 2nd Lieut. A St. L Burrowes to be lieut., 2nd Lieut. R J Jekyll to be lieut., 2nd Lieut. F J Short to be lieut., 2nd Lieut. J B Leefe to be lieut., 2nd Lieut. W H Poe to be lieut., 2nd Lieut. H E Rob-

bins to be be lieut., 2nd Lieut. G H Cooke to be lieut., 2nd Lieut. F M Faulkner to be lieut., 2nd Lieut. G Gilman to be lieut., 2nd Lieut. C G Gordon to be lieut., 2nd Lieut. H B Woods to be lieut.

The above promotions to be dated Aug. 3. 2nd Lieut. C G Harston to be lieut.; Aug. 9. The promotion of First Lieut. L Fortescue to be antedated to Aug. 9.

ARMY.

THE ARMY GAZETTE.

[Where not otherwise specified, the following commissions bear the current date.]

WAR OFFICE, PALL MALL, July 23.

Royal Regiment of Artillery—Sec. Capt. A H Hutchinson, on the super. list, to be capt.; July 24. Sec. Capt. and Adj. F G Ravenhill to be capt., vice H S Sheridan Elliot, placed upon tem. half pay; July 24. Lieut. E D Tarleton to be sec. capt., vice Ravenhill; July 24. Capt. Hon. A Stewart to be adjt., vice Ravenhill, promoted; July 24.

Royal Engineers—Lieut. G Dashwood Goldie Taubman has been permitted to resign his commission; July 24.

78th Regt. of Foot—Maj. A Mackenzie to be lieut.-col., without purchase, vice Brevet-Col. Græme, A Lockart, C.B., who retires upon full pay; July 13. Capt. A E Warren to be maj., without purchase, vice Mackenzie; July 13. Lieut. W Thorp to be capt., without purchase, vice Warren; July 13. Ens. G S C Justice to be lieut., without purchase, vice Thorp; July 13. Ens. A Dingwall Fordyce, from 91st Foot, to be ens., vice Justice; July 13.

91st Foot—Gent. Cadet G H Elliott, from the Royal Military College, to be ens., without purchase, vice A D Fordyce, transferred to the 78th Foot; July 13.

ROYAL MILITARY COLLEGE.

Capt. and Brevet-Maj. G Alderson Milman, Royal Artillery, to be capt. of a Company of Gent. Cadets, vice Brevet-Maj. Thring, promoted; July 24.

BREVET.

Lieut.-Col. and Brevet-Col. G A Lockhart, C.B., retired full pay, 78th Foot, to have the hon. rank of Maj.-Gen.; July 13.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, July 23.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Derbyshire Militia—C E

Little to be lieut., vice Jessopp deceased; July 18.

Royal South Gloucestershire Light Infantry Regiment of Militia—Sir W V Guise, Bart., to be maj., vice Surman, resigned; July 19.

East Lothian Yeomanry Cavalry Cor. Sir David Baird, Bart., promoted; July 19.

MEMORANDA.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieut. J H Knox, in the Queen's Own Tower Hamlets Militia; June 24.

Her Majesty has signified her pleasure that Lieut. A Steinmetz be removed from the strength of the Queen's Own Tower Hamlets Militia; June 27.

WAR OFFICE, PALL MALL, July 26.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Royal Midlothian Yeomanry Cavalry—Assist.-Surg. W C Fowler to be surg., vice T Peacock, resigned; July 15.

Uxbridge Yeomanry Cavalry—Lieut. C H Mills to be capt., vice Boucherett, resigned; July 11. A Rickards, Cornet 6th Dragoon Guards (Carabiniers), to be cor.; July 12.

Isle of Wight Artillery Militia—W L N Clayton, Esq., to be lieut.; July 19.

Hussar (Princess of Wales Own) Regiment of Yorkshire West Riding Yeomanry Cavalry—The Hon. C Duncombe, late Captain 1st Life Guards, to be lieut., vice Cayley, resigned; July 15.

1st West Regiment of Yorkshire Yeomanry Cavalry—H W Verelst, gent., to be cor., vice Wood, promoted; June 27.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, July 23.

COMMISSIONS SIGNED BY LORDS-

LIEUTENANT.

9th Derbyshire Rifle Volunteer Corps—H F Barker to be ens., vice Wrench, promoted; July 18.

11th Derbyshire Rifle Volunteer Corps—W G Wheatcroft to be capt., vice Campbell, resigned; July 18.

1st Glamorgan Artillery Volunteer Corps—Lieut. J S Merry to be capt.; July 18. Sec. Lieut. J J Oakshot to be first lieutenant, vice Merry, promoted; July 18. Sec. Lieut. M J Almond, to be first lieutenant; July 18. T Cory, gent., to be sec. lieutenant; vice Oakshot, promoted; June 18. E J Beor, gent. to be sec. lieutenant, vice Almond, promoted; July 18.

15th Glamorgan Rifle Volunteer Corps—H H Curtis, gent., to be ens.; July 16.

1st Administrative Battalion of Staffordshire Rifle Volunteers—Major W Adams to be lieutenant-col., vice Westhead, resigned; June 27. Capt. E J Ridgway to be maj., vice Adams, promoted; June 27.

4th Staffordshire Rifle Volunteer Corps—Ens. J Wilkinson to be lieutenant, vice Edwards, promoted, July 1.

22nd Staffordshire Rifle Volunteer Corps—Ens. J Sutton Barber to be lieutenant, vice Boyd, resigned; July 1. J Jobern, gent., to be ens., vice Barber, promoted; July 1.

36th Staffordshire Rifle Volunteer Corps—Lieut. J Ridgway to be capt., vice C J Ridgway, promoted; June 27. Ens. J Alcock to be lieutenant, vice Ridgway, promoted; June 27.

1st Sunderland Artillery Volunteer Corps—First Lieut. W Houston to be capt., vice Loch, resigned; July 19. Sec. Lieut. R Rutherford to be first lieutenant, vice Houston, promoted; July 19. J Campbell to be sec. lieutenant, vice Rutherford, promoted; July 19.

1st Tower Hamlets Artillery Volunteer Corps—W T Jones to be capt.; July 6.

2nd Tower Hamlets Rifle Volunteer Corps—C D'Aquilar Samuda to be capt., vice Sankey, resigned; July 16.

WAR OFFICE, Pall Mall, July 26.
QUEEN'S COMMISSION.

1st Administrative Brigade of

Cumberland Volunteers—G H Wriford, Esq., to be adjt., from Feb. 28.

3rd Lanarkshire Rifle Volunteer Corps—F Wallis Lipscomb, late Lieut, 18th Foot, to be adjt., from June 22, vice Armstrong, resigned.

MEMORANDA.

Adjt. F Wallis Lipscomb, of the 3rd Lanarkshire Rifle Volunteer Corps, to serve with the rank of capt.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Berwick-upon-Tweed Artillery Volunteer Corps—A Jameson to be assist.-surg., vice Logan, resigned; July 13.

2nd Cardigan Rifle Volunteers Corps—W P Evans to be ens., vice Smith, resigned; July 20.

3rd Dumbartonshire Rifle Volunteer Corps—J Glass, gent., to be ens., vice McKinlay, resigned; July 13.

1st Hants Artillery Volunteer Corps—G Baker to be sec. lieutenant, vice E Burningham, resigned; July 22.

1st Administrative Battalion of Hants Rifle Volunteers—E D Godwin to be hon. quartermaster, vice Budden, resigned; July 22.

4th Lanarkshire Rifle Volunteer Corps—R Smart, M.D., to be surg., vice J Morton, resigned; July 18.

7th Lancashire Artillery Volunteer Corps—W H Howell, gent., to be sec. lieutenant, June 29.

12th Lancashire Artillery Volunteer Corps—First Lieut. L P Stubbs to be capt.; July 15. R Willan, gent., to be sec. lieutenant; July 15. W Durant, gent., to be sec. lieutenant; July 15.

1st Lancashire Engineer Volunteer Corps—I Dixon, gent., to be first lieutenant, vice Newman, promoted; June 25.

4th Lancashire Rifle Volunteer Corps—R J Chadwick Mitchell, gent., to be ens., June 21.

17th Lancashire Rifle Volunteer Corps—Assist.-Surg. J Burns to be surg.; July 3.

1st Middlesex Artillery Volunteer Corps—First Lieut. R Dixon

to be capt., vice Sharpe, resigned; June 24. Sec. Lieut. F G Dobbs, to be first lieut., vice Dixon, promoted; June 24.

3rd Middlesex Artillery Volunteer Corps—J M Dymond to be first lieut., July 17.

Victoria Rifle Volunteer Corps—Ens. H A Harpourt to be lieut.; July 12. Ens. W B Scott to be lieut.; July 12. Ens. S G Bird to be lieut.; July 12. Ens. S Pixley to be lieut.; July 12. W Fuller to be ens.; July 17.

4th Middlesex Rifle Volunteer Corps—J C E Adams to be lieut.; July 12.

20th Middlesex Rifle Volunteer Corps—C Rice to be ens.; July 4.

1st Administrative Battalion of Shropshire Rifle Volunteers—Maj. J H Freme to be lieut.-col., vice Slaney, resigned; July 22. C O C Pemberton to be maj., vice Freme, promoted; July 22.

2nd Suffolk Artillery Volunteer Corps—S Dixon, gent., to be sec. lieut., vice Cobbold, resigned; July 13.

10th Suffolk Rifle Volunteer Corps—W P Roberts Clerk to be hon. chap.; July 16.

8th Inverness-shire Rifle Volunteer Corps—G H Rainy to be capt.; July 20. A Martin to be lieut.; July 20. A Macdonald to be ens.; July 20.

5th West Riding of Yorkshire Artillery Volunteer Corps—Hinchcliffe Farrar to be sec. lieut.; June 24.

2nd Administrative Battalion of West Riding of Yorkshire Rifle Volunteers—T Scott, M.D., to be surg., vice Harrison, resigned; July 13.

2nd West Riding of Yorkshire Rifle Volunteer Corps—F Mappin to be ens., vice R W Moore, resigned; July 15.

4th West Riding of Yorkshire Rifle Volunteer Corps—J B Lakeman to be ens., vice McCrear, resigned; July 19. C H Leeming to be ens., vice Swallow, resigned; July 19. C J Kirby to be ens., vice Cockerham, resigned; July 19. H Pigott to be ens., vice Wheelright, promoted; July 19.

T Aspinall to be ens., vice Champney, promoted; July 19. C W Holyday to be ens., vice Jackson, promoted; July 19. S C Smith to be assist.-surg.; July 19.

29th West Riding of Yorkshire Rifle Volunteer Corps—Capt. R R Nelson to be maj.; June 25. Lieut. J France to be capt., vice Blakely, resigned; July 3. W Richardson to be capt.; July 3. Lieut. A S Lee to be capt., vice France, promoted; July 3. Ens. S Ellis to be lieut., July 3. Ens. S Tong Tolson to be lieut.; vice Lee, promoted; July 3. J Ibberston to be ens., vice Ellis, promoted; July 3. J H Watts to be ens., vice Tolson, promoted; July 3.

7th West Riding of Yorkshire Rifle Volunteer Corps—E Irwin, jun., to be ens., vice Ramsbotham, promoted; May 16.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALM MALL, July 30.

Royal Regiment of Artillery—Sec. Capt. F C Trevor to be capt., vice C Johnson, placed upon tem. half pay; July 31. Lieut. A H Roberts to be sec. capt., vice Trevor; July 31. F Duck, gent., to be veter. surg.; July 31. W Boyd, gent., to be veter. surg.; July 31.

Royal Engineers—Lieut. F A Le Mesurier to be sec. capt., vice Molesworth, deceased; July 11. Lieut. E J Castle has been permitted to resign his Commission; July 31.

2nd Regiment of Foot—Ens. H Walter Trench to be lieut., by purchase, vice C Borlase, who retires; July 31.

4th Foot—J S Whittuck, gent., to be ens., by purchase, vice Fair, transferred to the 58th Foot; July 31.

12th Foot—Ens. E Turner to be lieut., by purchase, vice T K Baker, who retires; July 31. Gent. Cnd. R J Morgan, from the Royal Military College, to be ens., by purchase, vice Turner; July 31.

13th Foot—Capt. E P Ethelston, from half pay, late 3rd Foot, to be capt., vice W Coxon, who retires upon temp. half pay; July 31.

14th Foot—Major and Brevet Lieut.-Col. J Dwyer to be lieutenant-col. without purchase, vice Brevet-Col. R Budd, appointed Inspecting Field Officer of a Recruiting District; July 13. Capt. M Petrie to be maj., without purchase, vice Brevet Lieut.-Col. Dwyer; July 13. Lieut. E J Briscoe to be capt., without purchase, vice Petrie; July 13. Ens. W B Churchward to be lieutenant., without purchase, vice Briscoe; July 13. Staff-Surg. W H Price to be surg., vice Surg.-Maj. B Swift, M.D., who retires upon half-pay; July 31.

45th Foot—Maj. H W Parish to be lieutenant-col., without purchase, vice Brevet-Colonel W R Preston, who retires upon full pay; July 31. Captain C L Griffin to be maj., without purchase, vice Parish; July 31. Lieut. R Grey to be capt., without purchase, vice Griffin; July 31. Ens. J Egerton Curtis to be lieutenant., without purchase, vice Grey; July 31.

58th Foot—Ensign J Fair, from the 4th Foot, to be ens., vice F S Martin, who retires; July 31.

64th Foot—Ensign D L Rasbotham to be lieutenant., by purchase, vice G R Daniel, who retires; July 31. R E Kelsall, gent., to be ens., by purchase, vice Rasbotham; July 31.

66th Foot—The first Christian name of Ensign Baker-Cresswell is Gilfrid, not Gilford, as previously stated.

69th Foot—Ensign H A Thowles to be lieutenant., by purchase, vice L Norman, who retires; July 31. W R D S Glendonwyn, gent., to be ens., by purchase, vice Thowles, July 31.

77th Foot—Ens. A L Tickell to be lieutenant., by purchase, vice T H McDougall Murray, who retires; July 31. R E R Martin, gent., to be ens., by purchase, vice Tickell; July 31.

78th Foot—Lieut. E P Stewart to be adjt., vice Lieut. R L DalGLISH, retired; July 20.

92nd Foot—Ens. A D McGregor to be lieutenant., by purchase, vice G Thomlinson-Grant, who retires; July 31. F Hunloke Carpenter, gent., to be ens., by purchase, vice McGregor; July 31.

MEDICAL DEPARTMENT.

Staff-Surg. P McDermott, M.D., from half pay, to be staff-surg., vice W H Price appointed to the 14th Foot; July 31.

MILITARY STORE DEPARTMENT.

Assist.-Super. of Stores S B Maclean to be deputy-super. of Stores, vice R A T Walker, deceased; July 3.

Deputy Assist.-Super. of Stores J P Serrurier to be assist.-super. of Stores, vice Maclean; July 3.

Gent. Cadet H H St. George to be deputy assist.-super. of Stores; July 31.

Gent. Cadet A W Bridgman to be deputy assist.-surg. of Stores; July 31.

Gent. Cadet R F King to be deputy assist.-super. of Stores; July 31.

Gent. Cadet E G Skinner, to be deputy assist.-super. of Stores; July 31.

STAFF.

Major and Brevet Lieut.-Col. P Bayly, half pay, unattached, to be deputy quartermaster-gen. at Mauritius, vice Brevet-Col. W A Stratton, whose period of service on the Staff is about to expire; Sept. 1.

BREVET.

Major-Gen. W Anson McCleverty, to have the local rank of lieutenant-gen. while serving in command of the Forces in the Madras Presidency, East Indies; July 31.

Lieut.-Col. and Brevet-Col. T J Deverell, retired full pay, 77th Foot, to have the hon. rank of maj.-gen.; July 31.

Surg.-Maj. B Swift, M.D., late of the 14th Foot, who retires upon full pay, to have the hon. rank of Deputy Inspector-Gen. of Hospitals; July 31.

MEMORANDUM.

The second Christian name of Colonel (with the hon. rank of maj.-gen.) Burgmann, on retired

full pay, Royal Engineers, is Hildebrand.

WAR OFFICE, PALL MALL, Aug. 2.

The Hon. Artillery Company of London—Sec. Lieut. A J Waterlow to be first lieut., Aug. 2. The commission held by Ens. F J Bowman is renewed for a further period of five years, from June 6.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Aug. 2.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Royal Anglesey Militia—R H Balgair Galbraith, Esq., to be lieut.; July 26.

Cambridgeshire Militia—Lieut. T Aveling to be capt., vice Adeane, promoted; July 29.

Royal South Gloucestershire Light Infantry Regiment of Militia—Capt. W Holt to be maj., vice Hartley, resigned (who retires with her Majesty's permission to retain his rank and wear the uniform of maj.); July 27.

Royal London Militia—J H Willock to be super. lieut.; July 17.

Royal Midlothian Yeomanry Cavalry—C J Mackenzie, gent., to be cor., vice Sir D Wedderburn, promoted; June 18.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, July 30.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

3rd Administrative Battalion of Durham Rifle Volunteers—F Springman to be maj., June 12.

7th Kent Rifle Volunteer Corps—E O Dunn to be ens., vice Dadelezen, resigned; July 23.

1st Lincolnshire Light Horse Volunteer Corps—J D Astley, Esq., to be lieut.; July 26. W Thorold, gent., to be cor.; July 26.

4th Surrey Rifle Volunteer Corps—B L Judkins, gent., to be ens.; July 24. C B Hunt, gent., to be ens.; July 24.

9th Surrey Rifle Volunteer Corps—The Rev. A S Shute to be hon. chap., vice Dupis, deceased; July 16.

19th Surrey Rifle Volunteer

Corps—H F Goule, gent., to be ens.; April 29.

1st Warwickshire Rifle Volunteer Corps—T Turner, jun., gent., to be ens.; July 25. J Brook, gent., to be ens.; July 25.

2nd Dumbartonshire Rifle Volunteer Corps—D Swan, jun, gent., to be lieut., vice Finlay, resigned.

WAR OFFICE, PALL MALL, Aug. 2.

QUEEN'S COMMISSION.

2nd Administrative Battalion of Kent Rifle Volunteers—The Hon. D J Monson, late Captain 52nd Light Infantry and 96th Regiment to be adjt., from June 28.

MEMORANDUM.

Adjt. the Hon D J Monson, of the 2nd Administrative Battalion of Kent Rifle Volunteers, to serve with the rank of Captain, June 26.

COMMISSIONS SIGNED BY LORDS—

LIEUTENANT.

1st Bucks Rifle Volunteer Corps—The Rev. J Adams Cree to be hon. chap., vice Millman, resigned; July 27.

2nd Administrative Battalion of Cheshire Rifle Volunteers—Capt. J B Littledale to be maj.) retaining his commission as Captain in the 23rd Cheshire Rifle Volunteer Corps;) July 15. R H Mouritz, Esq., to be assist.-surg.; July 15.

1st Dumbartonshire Rifle Volunteer Corps—G M Anderson, gent., to be ens., vice E Butt, resigned; July 29.

25th Kent Rifle Volunteer Corps—J R Hunter Taylor to be ens., vice Barnes, promoted; July 29.

1st Glamorgan Artillery Volunteer Corps—A Young, gent., to be sec. lieut.; July 29.

1st London Artillery Volunteer Corps—H A Dowse to be sec. lieut.; June 16. C H Twynam to be sec. lieut.; June 16. G D Laycock to be sec. lieut.; June 16. F Muggeridge to be sec. lieut.; June 16. Assist.-Surg. F G Bennett to be surg.; June 16.

3rd London Rifle Volunteer Corps—Ens. H A Jenne to be lieut.; June 16. Ens. R Smith to be lieut.; July 17. Ens. M B Howett to be lieut.; July 17. Ens. W T Elliott to be lieut.; July 17.

C Cannon to be ens.; July 17. J Beaton to be ens.; July 17.

8th Surrey Rifle Volunteer Corps—W E Creasy, gent., to be hon. assist.-surg., vice T S Hutchinson, resigned; July 30.

17th Surrey Rifle Volunteer Corps—Lieut. G M Pyne to be capt., vice C S Burdett, resigned; July 13.

3rd North Riding of Yorkshire Artillery Volunteer Corps—Sec. Lieut. J W D Middleton to be first lieut., vice Graham, resigned; July 24. W B Stewart, gent., to be sec. lieut., vice Middleton, promoted; July 24. A Meggett to be assist.-surg., vice Wilson, deceased; July 24.

1st Midlothian Artillery Volunteer Corps—First Lieut. M M Bell to be capt., vice Livingstone, deceased; July 20. Sec. Lieut. H Newcombe to be first lieut., vice Bell, promoted; July 20.

MEMORANDA.

Adj. V F Tuffnell, of the 1st Administrative Brigade of Forfarshire Artillery Volunteers, to serve with the rank of Captain; July 27.

Adj. J J Grier, of the 1st Administrative Battalion of Renfrew Rifle Volunteers, to serve with the rank of Capt.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALM MALL, Aug. 6.

7th Regt. of Dragoon Guards—Staff Surg.-Maj. R M Allan to be surg., vice Surg. Maj. J Mure, M.D., promoted on the Staff; Aug. 7.

3rd Hussars—Lieut. S Barrett to be capt., without purchase, vice T Donaldson, deceased; July 14. Cor. M G Hutchinson to be lieut., by purchase, vice E B Grant, who retires; Aug. 7. B L Gilson, gent., to be cor., by purchase, vice Hutchinson; August 7.

4th Hussars—The transfer of Staff-Surg. D S Smith to be antedated to June 25.

8th Hussars—The transfer of

Surgeon T Ligertwood to be antedated to June 25.

11th Hussars—Capt. R P Fox, from the 3rd Foot, to be capt., vice Grant, appointed to the 87th Foot; Aug. 7.

12th Lancers—Cor. H H Burkinyoung to be lieut., by purchase, vice J E P Hooper, who retires; Aug. 7. J W Malam, gent., to be cor., by purchase, vice Burkinyoung; Aug. 7.

15th Hussars—Cor. H W R Blackett to be lieut., by purchase, vice R B W Wilson, who retires; Aug. 7. C G Cookson, gent., to be cor., by purchase, vice Blackett; Aug. 7.

18th Hussars—Staff-Surg. G C Clery, to be surg., vice C C Rutherford, deceased; Aug. 7.

Royal Artillery—Staff Assist.-Surg. T Walsh to be assist.-surg., vice T H Hearn, promoted on the Staff; Aug. 7. The surname of the Veter. Surg. appointed on June 23, 1865, is Phillips, and not Phillips, as then stated.

Royal Engineers—Staff Assist.-Surg. F H Preston to be assist.-surg., vice T S Hollingsworth, promoted on the staff; Aug. 7.

Military Train—Regimental Serg.-Maj. G Elliott to be ens., without purchase, vice S F Austin, who retires; Aug. 7. The appointment of Staff Assist.-Surg. J R Kehoe as assist.-surg. to be antedated to June 25.

Grenadier Guards—Lieut. and Captain L G Phillips to be capt. and lieut.-col., by purchase, vice G A Ferguson, who retires; Aug. 7. Ens. and Lieut. the Hon. W H Peregrine Carington to be lieut. and capt., by purchase, vice Phillips; Aug. 7. C J Cotes, gent., to be ens. and lieut., by purchase, vice the Hon. W H P Carington; Aug. 7. For Hercules Edward, "Rowley," Lord Langford, to be ens. and lieut., &c., &c., as gazetted on 6th July, read Hercules Edward, Lord Langford, &c., &c., Assist.-Surg. H J H Lawrence to be surg.; Oct. 30, 1866.

3rd Regiment of Foot—Capt. W C Mackinnon, from the 87th Foot, to be capt., vice Fox, ap-

pointed to the 11th Hussars; Aug. 7. Lieut. W H Irvine to be capt., by purchase, vice R C Hutchinson, who retires; Aug. 7. Ens. C R E Cresswell to be lieut., by purchase, vice Irvine; Aug. 7.

11th Foot—Lieut. T G Miles to be capt., by purchase, vice A Gordon, who retires; Aug. 7. Ens. O J Forjett to be lieut., by purchase, vice Miles; Aug. 7.

12th Foot—Lieut. R B Reed to be inst. of musk., vice Lieut. Gardner, who has resigned the appointment; June 1.

13th Foot—Major Sir E Borrowes, Bart., from half pay late Depot Battalion to be maj., vice S A Cleeve, who retires upon temp. half pay; Aug. 7. Capt. C P Leng to be maj., by purchase vice E Borrowes, Bart., who retires, Aug. 7. Lieut. D T Persee to be capt., by purchase, vice Long; Aug. 7. Ens. D A S Lawlor to be lieut., by purchase, vice Persee; Aug. 7.

17th Foot—Maj. J L Thursby, from half pay late 22nd Foot, to be maj., vice W H Earle, who retires upon temp. half pay; Aug. 7. Capt. W A King to be maj., by purchase, vice J L Thursby, who retires; Aug. 7. Lieut. H S Wedderburn to be capt., by purchase, vice King; Aug. 7. Ens. J H C Michel to be lieut., by purchase, vice Wedderburn; Aug. 7.

35th Foot—Paymaster S Murphy, from the 3rd West India Regiment, to be paymaster, vice Hon. M Hewson, transferred to the 37th Foot; Aug. 7.

37th Foot—Paymaster, with hon. rank of maj., J M Hewson, from the 35th Foot, to be paymaster, vice Capt. E H Budgen, deceased; Aug. 7.

62nd Foot—Staff Assist. Surg. J E Barker, M.B., to be assist.-surg., vice J Mackenzie, M.D., appointed to the staff; Aug. 7.

68th Foot—Ens. W J Clifford has been permitted to retire from the service by the sale of his commission; Aug. 7.

78th Foot—Lieut. C E Croker-King to be inst. of musketry, vice

Lieut. Stewart, appointed adjt.; July 20.

84th Foot—Capt. W S Mackenzie, from half pay, late 93rd Foot, to be capt., vice R F Humphrey, who retires upon tem. half pay; Aug. 7.

87th Foot—Capt. A C Grant, from the 11th Hussars, to be capt., vice Mackinnon, appointed to the 3rd Foot; Aug. 7.

93rd Foot—The appointment of Lieut. Macnamara on the 8th June as inst. of musk. has been cancelled; Aug. 7. Ens. J A MacVicar to be inst. of musk., vice Lieut. (now Capt.) Haynes, who has resigned the appointment; March 28.

98th Foot—Lieut. C F Sharp to be inst. of musk., vice Lieut. Smith, who has resigned that appointment; July 3. Ens. G B Have-lock, from the 67th Foot, to be ens., vice Abbott, transferred to the 107th Foot; Aug. 7.

101st Foot—Ens. H C Reynolds, to be lieut., vice J S Bagshaw, who resigns; Aug. 7.

103rd Foot—Lieut. R Armistead to be capt., vice A W B Caldecott, deceased; June 3. Ens. G J Hare to be lieut., vice Armistead; June 3. Ens. E C Showers to be lieut., vice G J Hare, whose promotion, on the 20th July, has been cancelled; July 20.

107th Foot—Ens. A K Abbott, from the 98th Foot, to be ens., vice Abercrombie, promoted; Aug. 7.

Rifle Brigade—Lieut. A Angus Kinloch to be inst. of musk., vice Lieut. Richman, who has been ordered to join the Depot; April 1.

4th West India Regiment—Lance-Serg. R Brabazon Ponsonby from the 19th Hussars, to be ens., without purchase, vice Airy, who has resigned; Aug. 7.

DEPOT BATTALION.

Capt. J Sloman 61st Foot, to be inst. of musk., vice Capt. Orpen, 77th Regiment, who has been ordered to join the Service Companies; July 10.

MEDICAL DEPARTMENT.

Surg.-Maj. T G Scot, M.D., from

the 79th Foot, to be staff surg.-maj.; March 9.

Surg. Maj. J Mure, M.D., from the 7th Dragoon Guards, to be deputy ins.-gen. of hospitals, vice P Gammie, who retires upon half pay; Aug. 7.

The promotion of Surg. Maj. T G Scott, M.D., from the 79th Foot, to the rank of Deputy Ins.-Gen. of Hospitals, which appeared in the *Gazette* of March 8, has been cancelled; March 9.

Assist.-Surg. T S Hollingsworth from the Royal Engineers, to be staff-surg., vice Staff Surg. Maj. R M Allen, appointed to the 7th Dragoon Guards; Aug. 7.

The promotion of Assist.-Surg. P H Macfadin, from the Military Train, to be staff surg., to be antedated to June 25.

Staff Assist. Surg. G M Slaughter to be staff surg., vice G C Clery, appointed to the 18th Hus-sars; Aug. 7.

Assist. Surg. J H Hearn, from the Royal Artillery, to be staff surg., vice Staff Surg. Maj. D P Barry, placed upon half pay; Aug. 7.

Assist.-Surg. J Mackenzie, M.D. from the 62nd Foot, to be staff assist. surg., vice T Walsh, appointed to the Royal Artillery; Aug. 7.

VETERINARY DEPARTMENT.

To be Acting Veterinary Surgs.—J C Berner, gent., Oliver, promoted; Aug. 7. J Reilly, gent., vice Moir, promoted; Aug. 7.

HALF PAY.

Lieut. R S Shinkwin, from the 59th Foot to be capt., without purchase; Aug. 7.

ROYAL MILITARY COLLEGE.

Surg. Maj. A Maclean, half pay, late of Depot Battalion, with the hon. rank of Deputy Inspector of Hospitals, to be surg., vice Deputy Inspector General E Bradford, who resigns this appointment; Aug. 1.

BREVET.

Deputy Inspector General of Hospitals P Gammie who retires upon half pay, to have the hon. rank of Inspector General of Hospitals; Aug. 7.

Staff Surg. Maj. T G Scot, M.D. who retires upon half pay, to have the hon. rank of Deputy Inspec. General of Hospital; June 7.

WAR OFFICE, Pall Mall, Aug. 9.

14th Regiment of Foot—Lieut. F Le Breton Butler, to be capt., by purchase, vice Keogh, transferred to the 10th Foot. Gent. Cadet C A Morris, from the Royal Military College, to be ens., by purchase, vice Wood, promoted; Aug. 7. Gent. Cadet W M Robinson, from the Royal Military College, to be ens., by purchase, vice Smith, who has retired; Aug. 8.

60th Foot—Ens. A H Ward to be lieut., by purchase, vice N J Pauli, promoted; Aug. 7. Ens. C R Howard to be lieut., by purchase, vice R Meade, who has retired; Aug. 7. Ens. H J Hope-Edwards, from the 14th Foot, to be ens., vice Bradford, promoted; Aug. 7. F B N Dickinson, gent., to be ens., by purchase, vice Ward; Aug. 8. E T H Hutton to be ens., by purchase, vice Howard; Aug. 9. F W Archer, gent., to be ens., by purchase, vice F C B Conlson, promoted; Aug. 10. H Walpole, gent., to be ens., by purchase, vice E L Fraser, promoted; Aug. 11.

62nd Foot—Lieut. Macdonald; Hall to be capt., by purchase, vice Sanderson, promoted half-pay maj., without purchase; Aug. 7. Ens. Thomas Fentham Todd to be purchase, vice Hall; Aug. 7. Ens. G M Gaskell to be lieut., by purchase, vice Brown who has retired; Aug. 7. V Knox, gent., to be ens., by purchase, vice Todd, Aug. 7. A Goding, gent., to be ens., by purchase, vice Gaskell; Aug. 8.

69th Foot—Lieut. H H Bartlett to be capt., by purchase, vice Brevet-Major Bagott, promoted; Aug. 7. Ens. P M French to be lieut., by purchase, vice Bartlett; Aug. 7. G Kirwan, gent., to be ens., by purchase, vice French; Aug. 7.

74th Foot—Lieut. A M Duff to be capt., by purchase, vice Brevet-

Maj. Menzies, promoted half pay maj., without purchase; Aug. 7. Lieut. P McLaren to be capt., by purchase; vice Firth, transferred to the 65th Foot; Aug. 7. Ens. G A B Godbold to be lieut., by purchase, vice Duff; Aug. 7. Ens. C D Hay to be lieut., by purchase, vice McLaren; Aug. 7. J A Hay, gent., to be ens., by purchase, vice Godbold; Aug. 7. Ens. G Kiwan, from the 69th Foot, to be ens., vice Bridgman, appointed Deputy-Assist. Commis.-General; Aug. 8. H L St. George Stewart gent., to be ens., by purchase, vice Hay; Aug. 9. A Stewart, gent., to be ens., by purchase, vice Campbell, who has retired; Aug. 10.

85th Foot—Capt. Lord H Taylour to be maj., by purchase, vice the Hon. E J Boyle, who retires; Aug. 7. Lieut. C C Oldfield to be capt., by purchase, vice Lord J H Taylour; Aug. 7. Lieut. L A Cooper to be capt., by purchase, vice Doughty, transferred to the 23rd Foot; Aug. 7. Ens. C E Knox to be lieut., by purchase, vice Oldfield; Aug. 7. Ens. F W Robinson to be lieut., by purchase, vice Cooper; Aug. 7. Ens. W Welman, from the 100th Foot, to be ens., vice Bosanquet, who has retired; Aug. 7. C Seton, gent., to be ens., by purchase, vice Knox; Aug. 8. J H Vivian, gent., to be ens., by purchase, vice Anstruther, who has retired; Aug. 9. E H Boden, gent., to be ens., by purchase, vice Robinson; Aug. 10.

CHAPLAIN'S DEPARTMENT.

The Rev. G Mead, M.A., to be chap. of the 4th Class; Feb. 10.

MILITARY STORE DEPARTMENT.

Deputy Assist.-Super. of Stores E P Suggate to be assist-super. of stores, vice J F Dalrymple, deceased; July 30.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Aug. 6.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Devon Militia—W H Trahar to be lieut.; July 26.

2nd Devon Militia—Major J

Stevenson to be lieut.-col., vice Buller, deceased; July 13.

North Somerset Regiment of Yeomanry Cavalry—Cor. A Green to be lieut., vice Samborne, resigned; July 31. Cor. T H G Wyndam to be lieut., vice Horner, resigned; July 31.

Royal Midlothian Yeomanry Cavalry—The Lord S H Kerr to be lieut., vice Sir D Wedderburn, promoted; July 27.

Northumberland and Newcastle Yeomanry Cavalry—J C Straker, gent., to be cor., vice Storey, promoted; June 24.

WAR OFFICE, PALL MALL, Aug. 9.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT

Royal South Gloucestershire Light Regiment of Militia—Lieut. A Ryves to be capt., vice Holt, promoted; Aug. 5.

Hertfordshire Regiment of Militia—Lieut. W F C Britton to be capt., vice Gaussen, deceased; July 11.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Aug. 6.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

12th Aberdeenshire Rifle Volunteer Corps—A Milne, gent., to be ens.; June 12.

18th Aberdeenshire Rifle Volunteer Corps—The Hon. J H Gordon to be capt.; June 11.

6th Devonshire Mounted Rifle Volunteer Corps—Ens. W Symth to be lieut., vice Tanner, resigned; July 10. J M Tanner to be ens., vice Smyth, promoted; July 10.

8th Devonshire Artillery Volunteer Corps—P M Hoare to be capt., vice Hooper, resigned; July 15.

11th Devonshire Rifle Volunteer Corps—J E Troyte to be ens., vice Troyte, promoted; July 4.

20th Devonshire Rifle Corps—W Warren to be ens., vice Walrond, resigned; July 11.

33rd Kent Rifle Volunteer Corps—W F Rogers to be lieut., vice Rycroft, promoted; July 30. R Macdonell to be ens., vice Rycroft, promoted as lieut.; July 30.

5th Essex Rifle Volunteer Corps—A Nixon to be ens., vice R Capper, promoted; July 23.

9th Essex Rifle Volunteer Corps—O A Mart to be lieutenant; July 23.

1st Caithness-shire Artillery Volunteer Corps—The Rev. D R Jack to be hon. chap.; July 31. G Banks, M.D., to be assist. surg.; July 31.

1st Caithness-shire Rifle Volunteer Corps—L Dunbar to be ens., vice Cameron, promoted; July 31.

1st Lancashire Artillery Volunteer Corps—A R Moffat, gent., to be hon. quartermaster, vice Barry, resigned; July 19.

15th Lancashire Artillery Volunteer Corps—J V Worthington, gent., to be assist.-surg.; July 19.

17th Lancashire Rifle Volunteer Corps—T Haslam, gent., to be ens.; July 16. H A Dixon, gent., to be ens.; July 16.

88th Lancashire Rifle Volunteer Corps—W J Stott, gent., to be hon. assist. surg., vice Parker, resigned; March 22.

22nd Somersetshire Rifle Volunteer Corps—S B Coates, gent., to be lieutenant, vice W Coates, resigned; July 31. The Rev. H G J Veitch, Clerk, to be hon. chap., vice Mayne, deceased; July 31.

3rd Wigtonshire Artillery Volunteer Corps—The Rev. J Dougall, to be hon. chap.; July 26. C M Ross, gent., to be hon. assist. surg.; July 26.

12th Worcestershire Rifle Volunteer Corps—Lieut. A P Bullock to be capt., vice Preedy, resigned; July 31.

1st Middlesex Artillery Volunteer Corps—G H Rentzsch to be hon. assist. surg.; July 13.

4th Middlesex Rifle Volunteer Corps—Capt. J D Grace to be maj.; July 17.

20th Middlesex Rifle Volunteer Corps—Ens. H J Tweedy to be lieutenant, June 4.

1st Northumberland Artillery Volunteer Corps—Sec. Lieut. J Wait to be first lieutenant, vice Poppelwell, resigned; July 16. G A Laws to be sec. lieutenant, vice Wait, promoted; July 16.

5th Shropshire Rifle Volunteer Corps—E Corbet to be lieutenant, vice Cholmondeley, resigned; Aug. 3. The Rev. T R White to be hon. chap.; vice Corbett, resigned; Aug. 3.

MEMORANDUM.

The 11th Lancashire Artillery Volunteer Corps, having been struck off the records of the War Office, will henceforth cease to hold any number or designation in the Volunteer force of Great Britain.

WAR OFFICE, PALL MALL, Aug. 9.

QUEEN'S COMMISSION.

1st Administrative Battalion of Hertfordshire Rifle Volunteers—J H St. John, Esq., to be adjt., from June 24.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Administrative Battalion of Argyllshire Rifle Volunteers—His Grace the Duke of Argyll to be hon. col.; Aug. 5.

3rd Argyllshire Rifle Volunteer Corps—Lieut. C C Greenlees to be capt., vice Morton, resigned; Aug. 5.

1st Cumberland Rifle Volunteer Corps—C S Hall to be assist. surg., vice Temperley, deceased; Aug. 2.

5th Norfolk Rifle Volunteer Corps—Ens. W Moyses to be hon. lieutenant of a cadet corps; Aug. 3.

2nd Warwickshire Rifle Volunteer Corps—Ens. F Blake, to be lieutenant, vice Twist, resigned; Aug. 2. W Townsend, gent., to be ens., vice Blake, promoted; Aug. 2.

1st East Riding of Yorkshire Rifle Volunteer Corps—The Rev. R E Brooke, M.A., to be hon. chap., vice Scott, deceased; July 27.

MEMORANDUM.

20th Somersetshire Rifle Volunteer Corps—This Corps, having been reduced to one Company, Capt. Com. W Mathews ceases to hold the rank of Com., Ens. J Sparks and Assist. Surg. G S Jolliffe have resigned their respective commissions, and her Majesty has dispensed with the services of Lieut. J H Jolliffe.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALM MALL, Aug. 13.

1st Regiment of Life Guards—Cor. and Sub-Lieut. J Graham, Marquis of Graham, to be lieut., by purchase, vice G C Orlando, Viscount Newport, who retires; Aug. 14.

6th Dragoons—Major E L Jervis, from the 11th Hussars, to be maj.; July 20. Cor. J McGregor Hadden has been permitted to retire from the service by the sale of his commission: Aug. 14.

7th Dragoon Guards—Capt. C Burton to be maj., by purchase, vice G E F Kauntze, who retires; Aug. 14. Lieut. A H Vincent to be capt., by purchase, vice Barton; Aug. 14. Cor. T H M Brown to be lieut., by purchase, vice Vincent; Aug. 14. Veter. Surg. C G Hetherington Reilly, from the Royal Artillery, to be veter. surg., vice Poyster, who exchanges; Aug. 14.

2nd Dragoons—Paymaster J C Hicks, from the 92nd Foot, to be paymaster, vice Hon. Maj. Swinbourne, who exchanges; Aug. 14.

3rd Hussars—H F Berkeley, gent., to be cor., by purchase, vice A L Henry, who retires; Aug. 14.

9th Lancers—Lieut H A Candy to be capt., by purchase, vice C B Bashford, who retires; Aug. 14. Cor. C H Palairret to be lieut., by purchase, vice Candy; Aug. 14. Cornet W Percy, from the 12th Lancers, to be cor., vice Palairret; Aug. 14.

11th Hussars—Capt. E Harnett to be maj., without purchase, vice Jervis, transferred to the 6th Dragoon Guards, July 20, 1866, such antedate not to carry back pay. Lieut. J M'Loughlin to be capt., without purchase, vice Harnett, July 20, 1866, such antedate not to carry back pay.

12th Lancers—Lieut. J M Dowdeswell to be capt., by purchase, vice W Fagan, who retires; Aug. 14. Cor. W G Middleton to be lieut., by purchase, vice Dowdes-

well; Aug. 14. Troop-Serg.-Maj. W Percy, from the 4th Dragoon Guards, to be cor., without purchase, vice MacFarlane, transferred to the 3rd Dragoon Guards; Aug. 14. J R Malone, gent., to be cor., by purchase, vice Middleton; Aug. 14. Benj. C Harvey, gent., to be purchase, vice Percy, transferred to the 9th Lancers; Aug. 15.

14th Hussars—The surname of the cor., transferred from Ensign 6th Foot on the 20th July, is Toler not Toller.

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Royal Regiment of Artillery—Sec. Captain T H Pitt, on the Super. List, to be capt.; July 24. Sec. Capt. F L H Lyon to be capt., vice F N Cromartie, deceased; July 24. Lieut. H P Darwall to be sec., vice Lyon: July 24. Lieut. T C Penny has been permitted to resign his commission; Aug. 14. Serg.-Maj. W Wishart to be quartermaster, vice J Morris, retired upon half pay; July 14. The promotion of the following officers to be antedated to the 11th of July, viz.:—Capt. A H Hutchinson, Capt. F G Ravenhill, Sec. Capt. E D Tarleton. Veter. Surg. R Poyser, from the 7th Dragoon Guards, to be veter. surg., vice Reilly, who exchanges; Aug. 14.

Corps of Royal Engineers—Sec. Capt. E H Steward to be capt., vice Brevet Lieut. Col. Armit, placed on temporary half pay; Aug. 14. Lieut. C R T Davidson to be sec. capt., vice Steward; Aug. 14. Lieut. W H Collins to be placed on the super. list, on appointment as Assist.-Inst. in Surveying and Topographical Drawing at the Royal Military Academy; Aug. 10. Lieut. W J Engledue, from the sec. list, to be lieut.

3rd Regiment of Foot—Maj. C K Pearson to be lieut.-col., by purchase, vice F W Gore, who retires; Aug. 14. Capt. T A Cox to be maj., by purchase, vice Pearson, Aug. 14. Lieut. J E Foster to be capt., by purchase, vice Cox; Aug. 14. Ens. G R Taylor to be lieut., by purchase, vice C F Gardner, who retires; Aug. 14. Ens. E J

Lynch to be lieutenant, by purchase, vice Foster; Aug. 14.

5th Foot—Staff-Surg. R Wolseley to be surgeon, vice J N Bell, M.D., appointed to the staff; Aug. 14.

8th Foot—Lieut. T G Crawley to be captain, by purchase, vice J C Cooper, who retires; Aug. 14. Ens. F B J Jerrard to be lieutenant, by purchase, vice Crawley; Aug. 14.

11th Foot—Ens. R E Kelsall, from the 64th Foot, to be ensign, vice Forjett, promoted; August 14.

14th Foot—Ens. B T Ottley to be lieutenant, by purchase, vice Laverton, who has retired; Aug. 14. Ens. A W Noyes to be lieutenant, by purchase, vice Butler, promoted; Aug. 14. Ens. S J R Toms to be lieutenant, by purchase, vice Langtreay, who has retired; Aug. 14. Gent. Cadet J W Allin, from the Royal Military College, to be ensign, by purchase, vice Ottley; Aug. 14. P Crosbie, gent., to be ensign, by purchase, vice Noyes; Aug. 15. W Olphert, gent., to be ensign, by purchase, vice Toms; Aug. 16.

16th Foot—Maj. W C Bancroft, to be lieutenant-colonel, by purchase, vice Brevet Col. O Langley, who retires upon half pay; Aug. 14. Capt. S G C Hogge to be major, by purchase, vice Bancroft; Aug. 14. Lieut. A E Cooch to be captain, by purchase, vice Hogge; Aug. 14. Lieut. R W Robinson to be captain, by purchase, vice G Street, who retires; Aug. 14. Ens. W Klingender to be lieutenant, by purchase, vice Cooch; Aug. 14. Ens. H H A Cameron to be lieutenant, by purchase, vice Robinson, Aug. 14. E W Chalmers, gent., to be ensign, by purchase, vice Klingender; Aug. 14.

21st Foot—Gent. Cadet G M Hayes, from the Royal Military College, to be ensign, by purchase, vice Hamilton, transferred to the 96th Foot; Aug. 14. Lieut. C E Bovill to be adjutant, vice Lieut. Ralston, promoted; June 22.

27th Foot—Lieut. H S Simeon to be captain, by purchase, vice L W Desborough, who retires; Aug. 14. Ens. W Erskine to be lieutenant,

by purchase, vice Simeon; Aug. 14. H Wodehouse, gent., to be ensign, by purchase, vice Erskine; Aug. 14.

56th Foot—Lieut. J Charley to be captain, by purchase, vice M Conran, who retires; Aug. 14. Ens. A A L F Levert to be lieutenant, by purchase, vice Charley; Aug. 14.

59th Foot—Capt. R S Shinkwin from half pay, late 59th Foot, to be captain, vice Kean, who has retired upon half pay, on appointment as Staff Officer of Pensioners; Aug. 14. Ens. C D Moore to be lieutenant, without purchase, vice Fitz-Gibbon, deceased; Aug. 14.

61st Foot—Lieut. C H Boileau to be captain, without purchase, vice C Atkinson, deceased; July 12. Ens. E H B O'Geran to be lieutenant, without purchase, vice Boileau; July 12.

63rd Foot—Maj. V H Bowles to be lieutenant-colonel, without purchase, vice Brevet Col. W F Carter, C.B., deceased; July 28. Capt. W Fitz-Roy to be major, without purchase, vice Bowles; July 28. Lieut. T Atkinson to be captain, without purchase, vice Fitz-Roy; July 28. Lieut. T Scovell to be captain, by purchase, vice F T Hulton, who retires; Aug. 14. Ens. C J Ryan to be lieutenant, without purchase, vice Atkinson; July 28. Ens. A F Yarker to be lieutenant, by purchase, vice Scovell; Aug. 14. W L Gronwou, gent., to be ensign, by purchase, vice Yarker, Aug. 14.

66th Foot—Lieutenant Alfred Chamberlain Addison to be captain, by purchase, vice Alfred Torrens, who retires; Aug. 14. Ensign Pearce O'Reilly to be lieutenant, by purchase, vice Addison; Aug. 14.

74th Foot—Cornet James Otway Toler, from the 14th Hussars, to be ensign, vice Hamilton, promoted; Aug. 14.

81st Foot—Ensign Frank Ryley, from the 16th Foot, to be ensign, vice Woods, promoted by purchase in the 85th Foot; Aug. 14.

84th Foot—Lieutenant George Edward Montague to be captain, by purchase, vice Norcliffe Gilpin, who retires; Aug. 14. Ensign

George Edward Bythesea Baker to be lieut., by purchase, vice Montague; Aug. 14. William Thomas Briscoe, gent., to be ensign, by purchase, vice Baker; Aug. 14.

85th Foot—Ensign George John Woods, from the 81st Foot, to be lieut., by purchase, vice Garnett, who has retired; Aug. 14.

92nd Foot—Ensign Charles Francis Massy to be lieut., by purchase, vice Williams, who has retired; Aug. 14. The Hon. John S Napier to be ens., by purchase, vice Massy; Aug. 14. Paymaster, with the hon. rank of major, John Dennis Swinburne, from the 2nd Dragoons, to be paymaster, vice Hicks, who exchanges; Aug. 14.

93rd Foot—The names of the officer who obtained his lieutenancy on the 13th Dec., 1857, are George Forbes-Robertson.

96th Foot—Ensign E Chetwood Hamilton, from the 21st Foot, to be ens., vice O'Neal, promoted; Aug. 14.

108th Foot—Ensign B T M Gompertz, from the 102nd Foot, to be ens., vice C B Cook, a probationer for the Staff Corps in India; Aug. 14.

Rifle Brigade—Lieutenant A H T H Somerset to be captain, by purchase, vice W J M Cuninghame, promoted half-pay Major, by purchase; Aug. 14. Ensign the Hon. C T Parker to be lieut., by purchase, vice Somerset; Aug. 14. Gentleman Cadet C H B Norcott, from the Royal Military College, to be ens., by purchase, vice the Hon. C. T. Parker; Aug. 14.

DEPOT BATTALION.

Captain J Howley, 4th Foot, to be inst. of musk., vice Cap. C. W. S Gayner, 38th Foot, who has resigned the appointment; July 22.

HALF PAY.

Major and Brev.-Col. J H C Robertson, from half-pay 100th Foot, having completed five years' service abroad as a dep. quar.-gen., to be lieut.-col., without purchase; Aug. 8.

Captain W J M Cuninghame, from the Rifle Brigade, to be major, by purchase; Aug. 14.

MEDICAL DEPARTMENT.

Staff-Surgeon Wellington Poole, having completed twenty years' full-pay service, to be staff surg.-major, under the provisions of the Royal Warrant of April 1; June 1.

Surgeon J N Bell, M.D., from the 5th Foot, to be staff-surg., vice R. Wolseley, appointed to the 5th Foot; Aug. 14.

VETERINARY DEPARTMENT.

Acting Veterinary Surg. James Allen has been permitted to resign his appointment; Aug. 14.

BREVET.

Paymaster H Manning, 5th Foot, to have the hon. rank of capt.; July 1.

Quartermrster J. Morris, retired half-pay, Royal Artillery, to have the honorary rank of capt., August 14.

Lieut. J Markham, Madras European veterans, to have the hon. rank of capt.; Aug. 14.

Dep. Asst.-Com. Horatio Boardman Steward, Bengal com. dep., to have the hon. rank of ensign; Aug. 14.

The following officers of the Royal Artillery, having completed the qualifying service in the rank of lieut.-cols., to be cols., under the provisions of the Royal Warrant of Feb. 3, 1866, viz.:—Lieut.-Col. N McInnes Mackay, July 16; Lieut.-Col. A M Murray, July 24.

INDIA OFFICE, Aug. 15.

Her Majesty has been pleased to approve of the following admissions to the Staff Corps by the governments in India:—

BENGAL STAFF CORPS.

(Admissions.)

To be capt.—Capt. T H Lewin, 104th Foot, March 2, 1866.

To be lieuts.—Lieut. C Garsia, 11th Foot; Oct. 11, 1859. Lieut. J R Yule, Royal Art., Dec. 22, 1859. Lieut. H H Birch, late 27th Native Infy.; April 26, 1860. Lieut. J S Tait, Bengal Infy.; Jan. 26, 1861. Lieut. G. N. Channer, Ben. Infy.; May 25, 1861. Lieut. R J Wimberley, Gen. List; June 21, 1861. Lieut. C E Shepherd, Ben. Infy.; Jan. 1, 1862. Lieut. W S Nugent, 103rd Foot

April 17, 1862. Lieut. E B Bishop, 54th Foot; Dec. 2, 1865. Ens. H M M Wood, 35th Foot; Jan. 17, 1866. Ensign R C Nicholetts, 38th Foot; July 10, 1866. Ens. J B Hutchinson, 82nd Foot; July 17, 1866.

MADRAS STAFF CORPS.

ADMISSIONS.

To be capt.—Cap. H G Thomson. Royal (Madras) Artillery; July 19, 1860.

To be lieut.—Lieut J S F Mackenzie, Royal (Madras) Artillery; June 8, 1860.

BOMBAY STAFF CORPS.

ADMISSIONS.

To be lieuts.—Lieut. J B Lawrence, Royal Art.; Dec. 18, 1861. Ens. A H Mayhew, 109th Foot; May 23, 1865.

THE VOLUNTEER GAZETTE. WAR OFFICE, PALM MALL, Aug. 13.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

2nd Cinque Ports Art. Vol. Corps—The Rev. E Marshall to be hon. chap., vice the Rev. C C Wilson, resigned; July 30.

11th Derbyshire Rifle Vol. Corps—Ens. H Smith to be lieut., vice Hackett, resigned; Aug. 7. L Arthur, gent., to be ens., vice Smith, promoted; Aug. 7.

Robin Hood Rifle Volunteer Corps—C Welby, gent., to be ens., vice Deedes, promoted; Aug. 8.

4th Fifeshire Rifle Volunteer Corps—R Rintoul to be capt., vice Wood, resigned; Aug. 6.

1st Manchester Rifle Volunteer Corps—Maj. R Bridgford to be lieut.-col.; July 26. Capt. J H Ashton to be maj., vice Bridgford, promoted; July 26.

53rd Lancashire Rifle Volunteer Corps—G W H Brogden, gent., to be ens., vice Barker, resigned; July 26.

WAR OFFICE, PALM MALL, Aug. 16. COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Queen's City of Edinburgh Rifle Volunteer Brigade—J Chisholm

to be ens., vice Braid, resigned; June 25.

10th Kent Artillery Volunteer Corps—First Lieut. R H Bryne to be capt., vice Greensill, resigned; Aug. 10.

1st Lanarkshire Artillery Volunteer Corps—Sec. Lieut. J S Bryne to be first lieut., vice Waterhouse, promoted; July 25. Sec. Lieut. H F McEniry to be first lieut., vice Paterson, resigned; July 26. Sec. Lieut. H Wallach to be first lieut., vice Alexander resigned; July 27. J Clachan to be sec. lieut., vice Bryne, promoted; Aug. 3.

1st Lanarkshire Rifle Volunteer Corps—W Langlands to be capt., vice Campbell, resigned; May 26.

31st Lanarkshire Rifle Volunteer Corps—G C Campbell, jun., to be lieut.-col., vice Campbell, resigned; July 25.

3rd Administrative Brigade of Lancashire Artillery Volunteers—W L Fielden, Esq., to be maj.; July 30.

4th Lancashire Rifle Volunteer Corps—J Ross, gent., to be hon. assist.-surg.; June 21.

Liverpool Press Guard Rifle Volunteer Corps—Lieut. W J Newman to be capt., vice Johnson, resigned; Aug. 7.

2nd Dumbartonshire Artillery Volunteer Corps—Second Lieut. W A Donaldson to be first lieut., vice Graham, resigned; Aug. 10.

7th Nottinghamshire Rifle Volunteer Corps—E V Hemingway, gent., to be hon. assist. surg.; Aug. 8.

17th Somersetshire Rifle Volunteer Corps—W Matthews, late Capt. Com. of the 20th Somersetshire Rifle Volunteer Corps, to be capt., vice Murch, resigned; Aug. 13.

1st Berwick-upon-Tweed Artillery Volunteer Corps—W A Jamieson to be assist. surg., vice Logan, resigned; July 13.

MEMORANDUM.

Adj. M J Vibart, of the 1st City of Edinburgh Artillery Volunteer Corps, to serve with the rank of capt.: Nov. 5, 1862.

BERBERAH AND SOOMAUULI LAND.

By Lieut. C. R. Low, (late) I.N.

Anything relating to the country of the Soomaulies is at the present time of peculiar interest, from the fact that it is contiguous to Abyssinia and Zeylah, of which I shall presently speak; though commonly supposed to be situated in the south-east angle of that little known kingdom, the latter town is, in fact, within the boundaries of the country of the Gallas.

While serving afloat in the ships of war of the late Indian Navy, I passed some time on the coast extending from Massowah, on the Red Sea, to Zanzibar, and, therefore, perhaps these notes may be of some interest.

The country of the Soomaulies extends from Ras el Khyle on the eastern coast a little to the southward of Ras Assair, or Cape Guardafui, to the neighbourhood of Zeylah, forming one side of what is called the Gulf of Aden. Berberah, which, after Harar, is the chief town and principal place of trade along this coast, is situated in latitude $10^{\circ} 28'$ north, longitude $45^{\circ} 7'$ east. It has in all probability existed as a place of trade for several centuries, though there are few remains to attest its antiquity; the only one of importance being an aqueduct of stone and chunam, about nine miles in length.

There are two great races of Soomaulies; one inhabits the country from Cape Guardafui to Burnt Island; and the other the tract of land between this island and Zeylah, and these are constantly warring with each other. The Soomaulies to the westward of Burnt Island are those we have now to deal with, as Berberah is situated in their country.

They consider themselves a race of Arabs, and by a tradition extant among them, profess to derive their origin from Sheikh Isackh, an Arab chief and saint, who settled on this coast, and, marrying a female of the place, became the ancestor of those tribes who flourish there to the present day.

The town of Berberah is situated at the extremity of a fine natural harbour, formed by a bend in the coast line and a low sandy spit nearly two miles in length, and projecting out almost at right angles with the general line of coast. The great drawback to Berberah is the scarcity of good water; that in the wells being brackish; the wealthier portion of the merchants are compelled to send some eighteen miles to the eastward for a supply.

To the westward of Berberah there are no trading ports until you come to Zeylah, the seaport town of Harar, which owing to the shoal water, has no very considerable trade with places beyond sea. In fact the whole coast about Zeylah is begirt with shoals and sunken rocks, and when I was last there, in 1858, the gaunt

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wreck of the French man-of-war steamer *Cayman*, pointed out to all whom it might concern, the dangers of that inhospitable shore. The town itself is built on a low sandy cape, called *Ras Mahmahr*, and is surrounded by a wall in a very dilapidated state. *Zeylah* now consists of only a few stone buildings and some 250 huts. Captain Cruttendon of the Indian Navy, perhaps the best living authority, who visited this country in 1848, when employed at the wreck of the Honourable Companies' steam frigate, *Memnon*, at *Ras Assair*, does not assign an earlier date to its settlement than A.D. 1500, or shortly after the occupation of Yemen by the Turks.

Berberah has existed for several centuries as a port, carrying on a great trade with *Bahrein*, *Bussorah*, and *Grane* in the Persian Gulf, as well as *Muscat*, though in later times the Banians of *Bombay*, *Porebunder* and *Mandavie*, ever to the fore when rupees are to be made, have distanced all competitors, and do the largest trade with these half savage tribes; yet the exports of *Soomaulie* land still find their way to the Gulf and elsewhere. From the months of April to October Berberah is entirely deserted, nothing remaining to mark the site of the great town but the bones of slaughtered camels and sheep, and the framework of a few huts piled on the beach in readiness for the ensuing year. As soon as the annual fair time commences, the town rises like a phoenix from its ashes; temporary huts are constructed in hundreds, and the natives flock in from distant inland stations to trade and barter with the Caffres, as they call all foreigners. At the end of March the exodus recommences, and from a place containing a population of some 20,000 people, it becomes almost a solitude, and reverts to its four-footed denizens.

It is a curious sight to see the thousands of camels encamped round the town during fair time, and it is very interesting to watch in early morning the "cafilahs," or caravans, as they defile in a long endless procession, the tall, gaunt forms of the "ships of the desert" standing out on the low sandy ridge in picturesque distinctness against the clear, brilliant Eastern sky.

Notwithstanding that one or two of the vessels of war of the late East India Company always cruised about the coast, there was an active trade carried on in slaves between Berberah and the Red Sea and the Persian Gulf. I have been present at the capture of large slave buglahs off this port many a time, and have more than once made a descent upon the harbour itself, and pounced upon and searched Arab craft by the dozen, in spite of the scowling looks and suppressed anathemas of the captains and crews of the vessels overhauled.

Lieutenant Barker, of the Indian Navy, during his visit to this country in the year 1840, described the *Soomaulies* as a timid, in-offensive race, although, he added, they had the reputation among neighbouring tribes of being treacherous thieves and murderers;

and I am inclined to the opinion that they have not belied this reputation on one or two occasions, of which I shall presently speak.

They are very partial to red hair, and mostly dye their heads of that colour with a sort of chunam, which when it hardens in the sun gives the sponce a peculiar appearance. Those who have little hair wear wigs of sheepskin dyed the fashionable colour. Is it out of the bounds of possibility that the refined ladies of the western capitals of Christendom have unwittingly adopted this fashion from these semi-nude savages?

While at Berberah we used to amuse ourselves throwing anna pieces to the boys who would swarm round the ship and dive and pick up the coins before they reached the bottom. The children are all brought up here to take to the water like ducks, and many of them can swim before they can walk.

The Soomaulies, men and women, wear little clothing, usually a cloth round the loins. Their chief weapons are spears and shields, with short heavy clubs; they use also bows and arrows, and fire-arms have to some extent been recently introduced. In the use of the spear they are very expert, and I have seen some of the more powerful of the warriors throw them to an almost incredible distance, and with great accuracy. In appearance they are generally tall and well made, but slight and athletic. These Soomaulies are extremely quarrelsome, and are constantly engaged in wars with neighbouring tribes, and with each other. A short history of our relations with these singular people will doubtless at the present time be acceptable.

The first that we learn of them is that in the year 1826 the Bombay Government, having received intelligence that a brig from the Mauritius had been seized at Berberah, and part of her crew barbarously murdered, despatched an expedition against the tribe. On the arrival of the squadron at Berberah the ships opened fire upon the town, upon which the natives fled with their wives and families, and a party of seamen having landed took quiet possession of the place. An agreement was then entered into by which they bound themselves to refrain from any future attack on English vessels, and also agreed to refund the full amount of the plundered property.

In March, 1854, an expedition for the purpose of exploring Soomaulie land and Harar, a place of considerable importance, was organized at Bombay by the indefatigable traveller Captain Burton. Though it terminated disastrously, a short account of its proceedings will be of interest. The members of the expedition were Lieutenant Herne, of the 1st Bombay Fusiliers, Lieutenant Stroyan, of the Indian Navy, and last, but not least, the late Captain, at that time, Lieutenant, Speke, of the 46th Bengal Native Infantry. On their arrival at Aden, Captain Burton resolved to proceed by himself on a preliminary visit to Harar, the head-

quarters of the Emir. It was certain that the journey would be attended with great danger, so this brave officer resolved to adopt a disguise, with which he had before baffled the most cunning of the Arabs. Some two years before he had visited both of the far-famed cities Mecca and Medinah, disguised as a merchant, and now again he assumed the habit and staid appearance of a pious Mahomedan and traveller, under the appellation of El Haj Abdullah.

In October 29th, 1854, the party started from Aden for Zeylah in a Soomaulie boat. After a lengthy detention, during which the usual amount of lying was gone through by the Arab agents, who had been previously despatched to purchase mules, but who, like true Ishmaelites, pilfered the rupees, but produced never a mule, El Haj Abdullah started for the interior of Soomaulie land. His party consisted of some twenty armed men under a petty sheikh, whom old Shumaki, the chief of the Soomaulies, a man always friendly to the English, had engaged for a consideration in cloth and Birmingham ware to guarantee to protect the Englishman's life. After journeying across the Plain of Zeylah, which is an arid tract diversified by low sand hills, Burton entered a country which he describes as of a more fertile character.

The Soomaulie tribes in the plain bordering the sea in the neighbourhood of Zeylah are called the Eesa, while those further inland are known by the name of Gudabursi Soomal. After crossing the first range of mountains, situated about forty miles from the sea, Burton had to pass through the Plain of Marar. Until he reached the second ridge, some twenty-five miles further to the westward, he relates in his itinerary, the cold was intense, being 42° at early dawn, while at noon the mercury in the barometer rose to 120°. From the territory of the Gudabursi tribe they passed into the land of the Girhi, whence after a stay of six days the intrepid traveller, still disguised as an Arab merchant, proceeded to make his entry into Harar, a place in which I believe an European had never before set foot, and on the 3rd of January, 1855, passed beneath the portals of one of its fine gates.

The city is situated on the slope of a hill, and is about a mile in length by half a mile in breadth. Burton found the climate very salubrious. He gives the population as about 10,000 souls, of whom 2,500 are Soomaulies. The place is surrounded by walls defended with turrets, but without cannon. The adventurous traveller was introduced to the Emir, a young man of twenty-three years of age, and after a residence of some ten days he took his departure for Berberah, where his friend Speke and his companions were awaiting his return. On his arrival at this place the annual fair was in full play, and no less than 500 slaves were in the market. The Honourable East India Company's schooner Mahi, in which I served, arrived at Berberah on the 7th April, and a salute was fired in honour of the expedition, now ready for a start

into the interior. On the 9th of April heavy rain began to fall, giving notice of the approaching Gugi or Soomaulie monsoon. Upon the first shower the whole hut encampment began to break up. The tents, constructed of sticks, covered with skins or mats, and which though not more than some eight or ten feet square, had harboured a family of ten or twelve people, were rapidly stripped, the camels laden with the family "lares" and "penates," and the entire population were soon threading the desert wilds around the great mart.

On the 18th of April, after the departure of the Mahi, a buglah belonging to the Port of Aynterad entered the now utterly deserted harbour of Berberah, and as matters turned out, but for this Arab craft the members of the expedition must all have met their death. The buglah brought ten Soomaulies from Aden, who wished to accompany the party. Captain Burton objected to taking more than four of them, but directed that a gratuity of food should be supplied to the commander and crew of the craft.

That same evening, as the Englishmen were sitting in their tents, they were visited by spies, who even succeeded in deceiving their own countrymen. As night drew on, the two sentries were posted as customary, and the officers lay down to rest in fancied security. But treachery was at its detestable work. In the very depth of night, when a dead silence had fallen on the vast sandy plain on which they were encamped, when even the jackals ceased their melancholy cry, a band of cowardly assassins burst in upon them. Captain Burton states in his diary: "I was awake by the cry that the enemy was upon us. My first impulse was to request Lieutenant Herne to go out with his revolver in the direction of the attack; secondly, I called to Lieutenants Stroyan and Speke that they must arm and be ready; and thirdly, I sent my servant for my sabre. Meanwhile Lieutenant Herne returned hurriedly from the rear of the tent, exclaiming that our twelve servants, armed with swords and muskets, had run, and that the enemy amounted to about 150 men. Lieutenant Stroyan, who occupied another tent, did not appear, the other two officers and I were compelled to defend ourselves in our own with revolvers, which the darkness of the night rendered uncertain. Presently, our fire being exhausted, and the enemy pressing on with spear and javelin, the position became untenable; the tent was nearly battered down by clubs, and had we been entangled in its folds, we should have been killed without the power of resistance. I gave the word for a rush, and sallied out with my sabre, closely followed by Lieutenant Herne, with Lieutenant Speke in the rear. The former was allowed to pass through the enemy with no severer injury than a few hard blows with a war club. The latter was thrown down by a stone hurled at his chest, and taken prisoner; a circumstance which we did not learn till afterwards. On leaving the tent I thought that I perceived the figure of the late Lieutenant Stroyan lying upon the ground close to the camels. I was surrounded at the

time by about a dozen of the enemy, whose clubs rattled upon me without mercy, and the strokes of my sabre were rendered uncertain by the energetic pushes of an attendant, who thus hoped to save me. The blade was raised to cut him down, he cried out in dismay, and at that moment a Soomaulie stepped forward, threw his spear so as to pierce my face, and retired before he could be punished. I then fell back for assistance, and the enemy feared pursuing us into the darkness. Many of our Soomaulies and servants were lurking about one hundred yards from the fray, but nothing could persuade them to advance. The loss of blood causing me to feel faint, I was obliged to lie down, and as dawn approached, the craft from Aynterad was seen apparently making sail out of the harbour. With my little remaining strength I reached the spit at the head of the creek, was carried into the vessel, and persuaded the crew to arm themselves and repair to the scene of our disaster. Presently Lieut. Herne appeared, and closely following him Lieutenant Speke, who had escaped from his captors, was supported in badly wounded. Lastly the body of Lieutenant Stroyan was brought on board, speared through the heart, with the mark of a lance piercing the abdomen, and a frightful gash apparent in the forehead. The lamented officer had ceased to exist, his body was stark and cold; we preserved his remains till the morning of the 20th instant, when we were compelled to commit them to the deep, Lieutenant Herne reading the funeral service. We were overwhelmed with grief; we had lived together like brothers. Lieutenant Stroyan was an universal favourite, and truly melancholy was the contrast between the hour when he lay down to rest full of life and spirits, and the ensuing morning when we saw him a livid corpse."

Captain Burton, in his estimation of poor Stroyan's character, did him only but justice. He was much beloved in the service to which I also belonged, and was a good seaman as well as a distinguished surveyor, having taken a prominent part in the surveys of the coast of Western India, in Scinde, and on the Punjaub rivers.

As Burton says, there were a number of little combinations that gave rise to this disastrous ending of an important expedition. They could not take from Aden the number of well-trained Soomaulie policemen upon which they had originally calculated, and they had to depend upon raw recruits, who fled at the first charge. Burton says he had been led to believe that Berberah was as safe as Bombay, though Lieutenant Stroyan, from his intimacy, as an officer of the Indian navy, with these coasts, must surely have known better. The former officer always entertained a high opinion of these Soomaulies, and even after the narrow escape he and his comrades had from massacre, he writes that his opinion of the Soomal tribe is unchanged, and considers the deed of treachery as the performance of a band of brigands, and not the expression of a people's animus. My own belief is, that a more treacherous race of savages does not exist on the African continent. Had the

schooner Mahi been present in Berberah Creek it is pretty certain that the expeditionary party would not have been attacked, and once in the interior, they would have been secure from the Bedouins, who entertain a horror of fire-arms. It is some satisfaction to know that these murderers did not escape punishment; four or five of them fell by the hand of the intrepid little band of officers. But a heavier retribution awaited them.

The Government despatched to the coast a squadron of two ships of war, to demand satisfaction, and on this being denied, the entire coast-line was blockaded for several months; even during the season of the annual fair the people remained contumacious, but at length they were forced to yield, and agreed to give up the murderers, or pay a heavy fine. I was temporarily attached to the Honorable Company's steam frigate *Semiramis*, which was ordered down to Berberah to enforce compliance with our demands. The brigadier and political resident at Aden, Colonel Coghlan, of the Bombay Artillery, went down with us, and on our arrival at Berberah, he convened a conference of native chiefs. Mr. Rassam, the same gentleman who has been confined by King Theodore of Abyssinia, was present, and from his knowledge of the language was well qualified to fill the part of interpreter which he undertook. It was a strange sight to see the almost naked barbarians squatted in a ring on the quarter-deck of the man-of-war, sitting on their haunches, with their chins resting on their knees, and holding their spears upright before them with both hands. Although it was not at all improbable that some among that conclave had actually imbrued their hands in poor Stroyan's blood, yet such was their confidence in British honour, they fearlessly trusted themselves in our hands, confident in the sanctity of the safeguard guaranteed them. It was curious to watch them again, as they stalked round the huge 8-inch 65-cwt. guns—they had never seen any ordnance of greater calibre than the old Elphinstone's 18-pounders—while, with Oriental gravity and that well-bred "*nil admirari*" manner that always distinguishes the "noble savage," they merely grunted forth in guttural accents, "*Wallah!*" However, these dumb diplomatists, the great guns, doubtless, worked their conversion to principles of justice, for after two or three conferences they signed a collective agreement to respect the life and property of British subjects, and were mulcted of a large sum. I believe the murderers were not surrendered, as the chiefs protested their inability to identify them, though they did at first offer to deliver to our vengeance some innocent people who had taken no part in the treacherous deed; a proposal which, of course, the political resident at Aden rejected.

Soon after this affair was settled, these same Soomaulies, ever restless and untrustworthy, committed an act of hostility against a friendly tribe, and the Honorable Company's schooner, Mahi, of which I was acting first-lieutenant, was sent over to demand satis-

faction, with the option of a further recourse to blockading the coast and shelling the town. The captain sent me on shore on this mission, and I shall never forget the faces of the crowd of savages who awaited my arrival on the beach. They shook their spears and scowled defiance at myself and my boat's crew of ten seamen, with whom, fully armed, I marched to the council tent, for the purpose of conferring with the chiefs. The interpreter informed them for what purpose I had come; but all my proposals were listened to with sulky silence, or repudiated with scornful looks and intemperate gestures; and, I presume, insolent language, though the interpreter kept these to himself, for he was in the greatest terror, all the time, that they would butcher us on the spot. Truth to say, while sitting in that tent, I began to look upon my chance of returning on board the *Mahi* with a sound skin as very doubtful, and when, all negotiations having ended, I threatened them, according to my instructions, with the wrath of the Bombay government, and the shelling of their town, my ultimatum was received with such a storm of rage, and such an uprising of warriors and shaking of spears, that I made up my mind for the worst. My escort were all outside the tent, so I was by myself in that crowded council room.

My mission concluded, I rose from the midst of the circle in which I sat to depart, and walked to the tent door followed by the chiefs. On our passage to the boat, the armed mob of warriors pressed closely upon us, and obstructed our path, but the sailors pushed their way good-humouredly but firmly. At length, when we got near the beach, some of the most hostile among the black warriors hustled us so viciously, and brandished their arms about us in such a threatening manner—notably a one-eyed fellow, who, the interpreter subsequently informed me, had, like another *Hamilcar*, sworn ceaseless hostility against the *Feringhees*—that I had much difficulty in restraining the animosity of my body guard. One brawny fellow, the petty officer of the party—a gunner's mate he was, by the same token—implored me to allow him to knock him down with the stock of his musket. As these two stood fiercely eyeing one another, the situation was something like that portrayed in those humorous lines:—

“The Earl of Chatham, with his sword drawn,
Was waiting for Sir Richard Strahan;
Sir Richard, eager to be at 'em,
Was waiting for the Earl of Chatham!”

Hardly had we jumped into the cutter than the mob—breaking from the restraint imposed upon them by some of the elders of the tribe, who remembered of old the might of British ships and guns—rushed after us, and placing their hands upon the gunwale, sought to drag the boat back into shoal water. Need I say that a vigorous application of cutlass hilts and “looms” of oars upon dingy Soomaulie knuckles, convinced them that the time was passed

for detaining us, and that we were on the Englishman's element—salt water.

While lying at anchor at Berberah Creek, we used to form fishing parties, and at night would go out with a "seine;" the harbour is well stocked with fish, and besides the amusement of hauling the seine on shore, and gathering the boat load of fish, it added pleasant variety to our slender stock of fresh provisions. I can picture to myself the scene on that lonely desert shore, as a party of us would assemble at midnight, with a bright moon shedding its brilliant but softening rays over land and sea, and, walking up to our waists, would haul "with a will and together," pulling to land some of the queerest-looking denizens of the deep, not excepting, at times, some small sharks. The country about Berberah is infested with wild beasts; lions and leopards abound, and may be observed prowling about the beach during the season the town is deserted. Ostriches are also there in plenty, and may frequently be seen stalking about with that long stride peculiar to them. Hyænas, also, and wolves loaf and slouch about during the day, and may be heard during the night; while a great white vulture always put in an appearance where any carcass or offal is to be found. The sheep in this part of the world are remarkable for a peculiarity in the size and fatness of their tails; these caudal appendages sometimes weigh twenty pounds or more. On board the old "Elphinstone" the boatswain generally put in a claim for them from the ship's cook, as his perquisite, and turned them to account to grease the masts, spars, &c. The mutton was of first-rate flavour, and the paymaster was able to buy as many sheep as were required for the ship's company for about two or three rupees;—some five shillings a-piece.

The harbour of Berberah, though very commodious, is rather narrow for a ship beating out against a head wind, and on one occasion the little Mahi took the ground just as we were about to tack.

Notwithstanding all our efforts to get her afloat again, we were, for a length of time, unsuccessful; the tide fell, and left the schooner on her bilge in about two feet of water. By taking her guns out, and lightening her of her cables and stores before the tide flowed again, we were enabled, by the aid of a stream anchor laid out in deep water, to heave the Mahi off, but she was somewhat near becoming a wreck, and gave us what the Yankees would call a "scare." I have little doubt that a large trade might be advantageously carried on with Berberah and the countries adjacent, were some enterprising Europeans to take the matter in hand, but it would require some one well acquainted with the language and customs of these people; also great tact to conciliate, and firmness as well as courage would be necessary to command success. At present the trade is almost entirely in the hands of those cunning fellows the Banians, who make enormous profit, and foist upon their ignorant customers trashy trinkets from Birmingham, and inferior blue cotton cloths of Indian manufacture.

It is somewhat singular that the Indian government do not take more stringent measures to put down the slave trade, which is carried on by these Soomaulies, notwithstanding our treaty with their chiefs in 1855. On the West Coast of Africa, the Home Government always retains a large squadron, at an enormous annual expenditure, to crush this nefarious traffic in human flesh, yet on the East Coast from Zanzibar to the Straits of Bab-el-Mandeb, no sustained effort is made in this direction. While serving in small sailing vessels on the Aden Station, I have taken part in numerous captures of slave buglahs, and as during the existence of the late Indian Navy, there was always a small squadron cruising about those waters, we managed to do much towards effecting its suppression, but I am afraid that from parsimonious motives, no effectual measures are now taken to keep those coasts under the surveillance of Her Majesty's ships. Two small swift steamers employed searching every suspected craft would do all that was required.

In 1860, the *Lady Canning*, a small gunboat, rescued nearly two hundred slaves, all boys and girls, at a distance of not more than 120 miles from Aden. A Bombay paper writing of this at the time, remarked that some of the finest districts in the interior of Africa were being depopulated, owing to this scourge. A large number of Soomaulie boys and girls are also under our protection. The boys are sent to Bombay, but to dispose of the girls is a serious matter.*

It is also necessary for our *prestige* that Aden should again be made the head-quarters of a Red Sea Squadron, as it was from its

* That the slave trade is greatly on the increase in the provinces bordering the Red Sea, and that these provinces obtain a large per centage of victims from Zanzibar and the Eastern Coasts of Africa up to Zeylah and Berberah, is an incontestable fact. A letter appeared recently in the Times, dated from Alexandria, in which the writer says: "Mr. Reade, the British Acting Consul-General, receiving, I presume, some instructions from his government to inquire into the matter, disguised himself as a Moorish merchant, and, with one attendant, went up to Cairo with the intention of examining in his disguise the slave markets of the capital, where he procured the names of a few dealers; but finding that the majority had gone to the Santah fair, he followed them to that town, and there commenced his education in the mysteries of a thriving slave trade.

"With no inconsiderable amount of danger to himself he thoroughly sifted the slave markets, and obtained the names of some thirty or forty principal dealers, and then abandoning his disguise, he handed them in to the Mudirieh, or police officer of the district.

"The Mudir, of course, feigned astonishment at the extent of the traffic, and promised that the slaves should be immediately released; but instead of acting thus, he communicated with Ismail Pasha, Muffitich, or chief of the Viceroy's business affairs, and received instructions from him to wait his arrival at Santah before acting. The next day he arrived and ordered the liberation of the slaves. Whether this was done I cannot say, but it is certain that a few hours saw them back in the dealer's hands; and something more than a report added that the Muffitich found himself richer by about £4,000, and two Circassian slaves.

"Mr. Reade addressed Cherif Pasha on the subject, and received the stereotyped reply:—'The Government of His Highness was very sorry; it had done all it could, but'—and soon." From which there is too much reason to fear that those in authority connive at a traffic which, in speeches to anti-slavery deputations, the Viceroy condemns in energetic terms.

capture in 1839, up to the time of the abolition of the Indian Navy in 1863. The French are making serious encroachments in these parts, both in the Red Sea and on the African Coast near Zeylah, and have inaugurated the system they adopted with so much success in Siam, that of first gaining a footing by the purchase of a settlement, which, however small, suffices for a spot whereon to plant their flag, and then unscrupulously annexing and conquering whole tracts of country. We may congratulate ourselves that we possess Aden, the Gibraltar of the East, and Perim, the key of the Red Sea; while we hold these, and while our fleets dominate over the Mediterranean, we need not greatly fear the Suez Canal, which another battle of the Nile would lay at our disposal, not only for the extension of our commerce, but what is of much greater importance for the maintenance of our supremacy in the East.

GUARDSMEN IN THE NATIONAL PORTRAIT EXHIBITION.

BY COLONEL PONSONBY.

The soldiers represented in the National Portrait Exhibition are so numerous, and the deeds performed by these men in all parts of the world were so varied and so interesting, that an attempt to fully describe them all, would be a complete history of England for the period.

A few short sketches of such as served in one branch of the Service is here collected, and as the Brigade of Foot Guards contains on its roll of officers the names of most of those men who distinguished themselves not only in the Guards but in other regiments in the principal campaigns of the day, it is hoped that these brief notices of the lives of Guardsmen whose portraits adorned the walls of the Gallery at Kensington last year and this, may prove of some little interest to their successors and such as venerate the names and actions of the gallant men of former days.

GEORGE MONK, DUKE OF ALBEMARLE, *Colonel of the Coldstream Guards.*

815 and 858. Robert Walker.

No man who has played so conspicuous a part in the history of England occupies a less prominent position than Monk the Restorer of the Monarchy.

This arises no doubt from his excessive caution, never committing himself to extreme measures, never displaying extraordinary devotion or passion for any cause or party, and invariably waiting the issue of events rather than attempting to control them. Thus he triumphed where bolder men would have failed, and thus he

earned the noble title of "Victor sine sanguine" where a more devoted partisan would have shed torrents of blood.

George Monk, the son of Sir J. Monk, a gentleman of Devonshire, was born in 1608. Having when only fifteen years of age thrashed the sheriff of the county in Exeter, he was compelled to fly, and served on board the fleet in an unsuccessful attack on Cadiz. He then obtained an ensign's commission in the force employed under the Duke of Buckingham against the Isle of Rhé, and in 1629 became a lieutenant in the Earl of Oxford's regiment in Holland. Promoted to a company in Lord Goring's regiment, he found himself in command, and asserted the rights of the military in opposition to the magistrates of Dort with such vehemence, that they complained, and he was forced to resign and return to England. His military talents were duly appreciated at home, and he was made Lieutenant-Colonel of Lord Newport's regiment, at this time employed on the Tyne, against the Scotch Covenanters.

In 1642 Lord Leicester, the newly appointed Viceroy of Ireland, gave Monk the Colonelcy of his regiment, 1500 strong, raised for the purpose of proceeding against the Irish rebels. On his arrival in Dublin, Monk found the Royalists in power, with Ormonde at their head; for Leicester, who waited the moment for leading the Parliamentary party had not yet gone over. Monk's habitual reserve saved him from the necessity of declaring his opinions, and he confined his energies to preserving discipline, and to acting against the rebels.

The Rebellion having been suppressed, the troops were ordered back to England, where the struggle between Charles and his Parliament had commenced. Both parties attempted to secure Monk, the most popular officer of the army; and Ormonde, thinking to preserve him from temptation, made him prisoner and sent him to Charles. The King received the Colonel with great honour, made him a Brigadier, and having obtained a modified acquiescence in his plans sent him to Nantwich, where the town was besieged by Fairfax. Monk and the rest of the garrison were made prisoners, and he was committed to the Tower for two years. Here he employed his time in writing, and published a small volume on discipline and military affairs.

When the Royal cause seemed hopeless, Monk gave way to the persuasions of the Republicans, and accepted employment under Cromwell, though he hesitated for some time before swearing fidelity to the Covenant, for of all things Monk abhorred an oath which fixed him to one particular line of conduct. Finally consenting to what he could not avoid, he was sent to Ulster where he defeated Munroe and received the thanks of Parliament for his victory. But Lord Inchiquin with a Royalist army pressed him closely, and to save himself from being overwhelmed, he made an alliance with Owen Roe O'Neill, the Roman Catholic chieftain of

Ulster. This act disgusted his Protestant soldiers, who refused to defend Dundalk when joined by the Irish Papists, and the town fell into the hands of Lord Inchiquin. Monk who had thus lost the confidence of his bigoted followers, resigned his post and returned to London, where Parliament, afraid of alienating the great body of Puritans, disavowed the acts of their general, but retained his services.

The Scotch Covenanters at this time were negotiating with Charles the Second, and declared themselves in favour of his restoration. In 1652, Cromwell who knew Monk to be one of his most able officers, and yet devoid of that ambition that would be dangerous, appointed him to a post in the army he himself was to lead against this northern enemy, and assisted him to raise a regiment, which, as Monk's regiment, afterwards developed into the Coldstream Guards. When Cromwell won the battle of Dunbar, he allowed, that Monk's coolness and courage contributed greatly to the victory, and on the Lord Protector's return to England, Monk was left in command in Scotland, where he crushed the last hopes of the Royalists with much severity.

No sooner, however, had all opposition ceased, than the General exerted himself to relieve the suffering of the Royalists, and from this time they began to look upon him as their only hope.

In 1653 he was sent on board a fleet, and in conjunction with Admiral Blake gained several successes, though he knew nothing of naval matters, and was so ignorant of sailors' phraseology that he gave orders to his ships as though they had been troops of cavalry.

On his return to England he was received with immense enthusiasm, and for a moment the Lord Protector was jealous of his fame; but Cromwell soon found that he had nothing to fear from Monk, and everything to gain by employing so willing a servant, so he sent him back to Scotland where fresh troubles were breaking out.

About this time Monk astonished the world by marrying Nan Clarges, his mistress, a woman of low origin and coarse manners. On his arrival in Scotland, the Lieutenant-General (for such was his rank) marched to the Highlands, and harassed the Royalists by his constant activity, and they were glad to accept the liberal terms of peace he offered them. Fixing his quarters at Dalkeith, he issued edicts enjoining toleration, and condemnatory of the outrageous violence of the Anabaptists, but when Charles, encouraged by this conduct, wrote to ask for his assistance, the Lieutenant-General at once forwarded the letter to the Government. Cromwell nevertheless alarmed at the leniency shown to the Royalists, facetiously put his Lieutenant on his guard by writing to him, "'Tis said there is a cunning fellow in Scotland called George Monk who lies in wait there to serve Charles Stuart, pray use your diligence to take him and send him up to me."

Cromwell dying in 1658 was succeeded by his son Richard, to whose Government Monk gave his adhesion; but Richard soon retired from a position so unsuited to him, and a struggle for power ensued between Lambert and Fleetwood at the head of the army and the Parliament. The army in Scotland declared in favour of the latter, and marched towards England in support of its friends, while Lambert advanced from the South with 10,000 men to oppose it. Negotiations delayed the movement for a short while, during which time the Scotch army was stationed along the border, and Monk with his regiment was established at Coldstream. The negotiations as might have been expected came to nothing, but the Parliamentary party in London was gaining ground and ordered Lambert to return from the North.

Monk saw that the moment had arrived when the presence of his army would do more to settle matters than empty discussion, and accordingly on a bright frosty first of January, 1660, when the ground was white with snow, he led his own regiment out of the village of Coldstream across the Tweed, and followed by his whole army marched on London. Here he arrived on the 3rd of February, to the great consternation of the citizens, who did not know what his intentions might be and who distrusted while they flattered him. He was made member of the Council of State, but with his habitual dislike of oaths, refused to take that against the Stuarts. He at first complied with the orders of Parliament to proceed against the Royalist citizens of London, but suspecting that the number of these were rapidly increasing, he urged the dissolution of the Long Parliament, and the convocation of a new one.

At this moment he was the greatest man in the realm, flattered by all parties but adhering to none. He took up his quarters in Whitehall, where his own regiment mounted guard, prepared to undergo any danger in defence of his person; but, nevertheless, somewhat distrustful of his principles, for in this corps and indeed in every other regiment in this army there was a large quantity of the leaven of republicanism, so that Monk, anxiously watching the opinions of the times moved warily.

The Long Parliament now dissolved itself, and a new one of strong Royalist tendencies was elected; people began to long for the return of a king, Cavalier songs were heard in the streets, a gayer style of dress was exhibited. Monk showed no sign of favouring either party, but by his arrangement Sir J. Grenville was arrested in the House of Commons bearing despatches from Charles. These were opened and read to the House amid loud acclamations and shouts of God save the King, and the restoration of the monarchy was voted in both Houses by universal consent.

On the 23rd of May the King landed at Dover in the midst of a throng of Cavaliers who pressed eagerly forward to welcome him, Colonel Talbot being the first to kiss his hand. Room was made

for Monk who knelt, but was immediately raised by his sovereign, Charles embraced him, called him his father, placed him by his side in his carriage, and drove to Canterbury, Rochester and from thence to London. A procession was formed on Blackheath, where five regiments were drawn up, the General's own regiment having the place of honour and led the way. Monk rode next to his men and preceded the King. Shouts and cheers of welcome testified the loyalty of the people, but some of the old Republican soldiers muttered regrets at the recollections of the stern days of the Commonwealth, contrasting their own still plain and weatherbeaten equipment with those of the gay and glittering Cavaliers, adorned with plumes and scarves, but who in former times had been forced to give way before the army of Cromwell, and exclaimed audibly as Monk passed, "These things were not with you in your march from Scotland, grasshoppers and butterflies don't flourish in the snow."

The army was now disbanded, Monk's regiment of horse and foot, (the Blues and the Coldstream) being alone retained, and the King prepared to rely on the Militia, a newly organized force which was intensely Royalist and ready to go any lengths for him.

Charles and his counsellor, Clarendon, were at first afraid of Monk, dreading that every suggestion made by him was an order, but they soon discovered that the General left the direction of affairs entirely in their hands. At the same time he stipulated for an act of amnesty being passed for the protection of all who had been engaged in the rebellion; but although he pressed eagerly for the totality of the pardon, he was obliged to give way with respect to seven of the regicides, who were named as exceptions to the general amnesty.

The King bestowed two court offices upon Monk, in order to keep him near the royal person, and the old soldier found himself Master of the Horse, and Gentleman of the Bedchamber; but the republican simplicity of his manners, his red and rough complexion, and phlegmatic heavy countenance did not escape the raillery of the younger Cavaliers, who ridiculed him, and still more the rude and vulgar manners of his wife. Charles, to show his gratitude for his services, made Monk, Duke of Albemarle, and a K.G.

In 1665 that terrible scourge the plague drove the court from London, but Monk remained at his post in command of the garrison through the worst time of the pestilence. He was then appointed to the command of the fleet sent against the Dutch, and although his knowledge of sea matters was very limited, he inspired the soldiers and sailors with courage, and by his example contributed to the victory. It is said on one occasion, rather than allow himself to be captured he announced his determination of blowing the ship to pieces, but the Duke of Buccleugh, who heard the threat, privately arranged with another officer to throw Monk into the water if he attempted such a proceeding. After the indecisive

battle of the Four Days the fleet returned to St. Helen's, and Monk disembarked and reported himself to the King. He then retired to his house in Essex, and in 1670 he died, attended by his faithful chaplain, Gumble, who had been by his side in all the events of his life.

Monk was a man of the middle size, of a stout and square built make, and apparently of a strong constitution, but the complaint, dropsy, of which he died, carried him off at the age of sixty-two.

His body lay in state in Henry VII's chapel, and was soon afterwards buried with great pomp.

His son, Christopher, who had married Lady Elizabeth Cavendish, succeeding to the dukedom, contrived in a very short time to dissipate the large fortune his father had left him.

He died 1688, in Guiana, where he was Lieutenant-Governor, and leaving no issue, the title became extinct.

SIR PHILIP MONCKTON, *Captain and Lieutenant-Colonel in the First Guards.*

770.

The adherents of both parties in the great Civil War did not hesitate to devote their fortunes as well as their lives to the cause they upheld, and the Cavaliers who at the end of the contest returned to their homes were impoverished if not utterly ruined. When the restoration was effected, the crowd of loyalists who welcomed Charles at Dover, contained many a poor cavalier expecting payment in full for all his losses. But, however anxious the King might have been to reward his followers, and there are those who think this anxiety was not excessive, it was impossible to gratify the craving of his innumerable adherents.

Sir Philip Monckton who had served with distinction in the war, who had risen to the rank of Major in the King's own regiment, who had received the honour of knighthood from Charles the Second, but who had lost fortune and lands in the royal cause, expected, with some reason, a substantial reward for his services. But his claims were lost sight of in the crowd of noisy applicants, and had it not been for the intervention of the old Earl of Cleveland he might have been quite forgotten. This old Cavalier, however, extolled so highly the conduct of Sir Philip that the King bestowed upon him the command of a company in the Royal Regiment of Guards, now being reorganized under Lord Wentworth, Cleveland's son at Dunkirk.

Monckton accepted the commission as Captain and Lieutenant-Colonel, and continued in the Royal Regiment of Guards till it was amalgamated with the King's Regiment and became the First Foot Guards. He never considered that his services had been requited, and died an enemy to the House of Stuart. From him is descended the present Viscount Galway.

WILLIAM, EARL CRAVEN, *Colonel of the Coldstream Guards.*

460. Vandyke.

Sir William Craven, an opulent Yorkshire draper, who became Lord Mayor of London, had besides daughters, one son, William, born in 1608, a wild youth, who, fond of excitement and adventure went abroad and obtained military employment in Holland, where he attached himself to the person of Frederick, the Elector Palatine.

All the gallant spirits of Europe where at this time attracted by the fame of the exploits of Gustavus Adolphus, and in 1625 the Elector and his young companion proceeded to the camp, and were presented to the King of Sweden, who plainly equipped and surrounded by his officers, was planning an expedition against the fortress of Kreuznach. The army marched on the following day, batteries were opened and a breach made. The place was then stormed by a party of English and Scotch volunteers, and Craven was the first man in the town. Gustavus complimented him upon his gallantry, and playfully inquired if he had a younger brother to whom he was anxious his property should descend, as he seemed to be so careless of life. Proud of the great warrior's approbation Craven exerted himself still more during the rest of the campaign, especially at Donauwerth, and though he was wounded on several occasions, he was sound in body and health when Frederick was crowned King of Bohemia at Prague.

Private matters requiring his presence in England, the young hero came home, was presented to Charles First at Newmarket, and received the honour of knighthood for his gallantry, the fame of which had preceded him. He was shortly afterwards raised to the peerage by the title of Lord Craven of Hampstead Marshal. But all this time his thoughts were in Bohemia with Elizabeth, wife of Frederick the King, and daughter of James I of England, a woman whose grace and beauty were so rare, that she was known as the Queen of Hearts. Craven, who generally cared but little for the softer sex, was enchanted by her loveliness and entertained for her a respectful devotion, which many believe to have ripened into a warmer passion after her husband's death. In the meanwhile the arms of the Emperor of Germany were again victorious. Frederick was driven from his throne and sought refuge in Holland, accompanied by Craven who continued (together with his cousin Robert) to serve the dethroned monarch till his death in 1732.

Craven was now the sole adviser of the widowed Queen, and was entrusted by her with the charge of her son, the fearless Rupert. He took his pupil to the Swedish Army in Westphalia in order to teach him the art of war, better learnt on the field than in the chamber, but at the first action they were engaged in near Lippe, the young prince was taken prisoner, and his guardian gave himself up to the enemy in order to be with his charge. In vain he

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attempted to obtain the release of the prince, all that he could effect was to ransom himself for 20,000 crowns. He returned to Holland, where after some time the captive was permitted to rejoin him.

The great civil War now raged in England, but Craven took no part in the contest. When at the termination of the conflict the Cavaliers were worsted, and Charles II compelled to seek refuge abroad, the unfortunate monarch was so utterly destitute, as to be compelled to ask assistance from Elizabeth, who unable herself to relieve his wants applied to her faithful counsellor, and he at once placed at the disposal of the King the sum of 50,000 pounds. This transaction was viewed with hostile eyes by the Republicans in England, who considered it a species of treason to the Commonwealth, and thereupon sequestered most of the Craven estates, notwithstanding the remonstrances of the owner, and allotted the proceeds of the sale to the Navy Board.

At the Restoration, in 1660, these estates were almost all returned to their original proprietor, who was raised in rank as Earl Craven of Craven in Yorkshire, and appointed Lord-Lieutenant of Middlesex. After the death of the Duke of Albemarle in 1671, Craven was made Colonel of the Coldstream Guards, and soon became deeply interested in the government and welfare of his corps.

About this time Elizabeth asked for a home in England, where she hoped to pass the rest of her days in peace, but Charles was not very cordial in his reply, and did not encourage the projected visit of his aunt, till he ascertained that Craven was willing to receive her at his house near Drury Lane. Here therefore she lived, and here enjoyed Craven's splendid hospitality.

When James II ascended the throne, he manifested considerable desire to get rid of the Protestant hero from the post of Colonel of his Guards, although he had no more loyal or devoted subject in his dominions. It was therefore hinted to Craven that his Majesty would be pleased if he resigned his regiment, but the old warrior declined to accede to this suggestion, and said that if the King took away his regiment he might as well take away his life, since he had nothing else left to divert himself with.

Craven, however, had no lack of occupation, for he was an accomplished scholar and enjoyed the society of literary men. He was also a constant attendant and director at all the fires in the metropolis, till it became a saying that his horse smelt fire as soon as it occurred.

On the landing of William of Orange, a part of the Household Brigade was sent with the army to oppose him, while Craven remained in London in command of two battalions and some artillery. In a few days James returned to the metropolis without his troops, and having thrown the Great Seal into the river, flew to Rochester, but arrested and sent back to Whitehall he resumed the reins of government. Nevertheless he was in such a miserable state of

irresolution that every order he gave was contradicted in the following hour. In the meanwhile William directed his troops to take possession of all the posts in London, and sent forward the Dutch Blue Guards under Count Solmes for this purpose. Craven, however, who had no orders to dislodge, was indignant at this audacious attempt to eject him, and he prepared to dispute the position. By ten o'clock at night he had his little force drawn up in St. James' Park, and all the avenues leading to Whitehall guarded with cannon. The King's Guard, furnished by the Coldstream, was drawn up at the gateway of the palace. At the same time three battalions of Dutch Guards and some horse entered the park from Chelsea. There was every prospect of a most bloody guard-mounting, when the terrified courtiers flew to James, and besought him to prevent the unnecessary slaughter. The King thereupon ordered his Guards to retire. Indignantly muttering anathemas against the Royal commands, the old Coldstreamer desired the troops to march to Moorfields, and sheathed his sword in its scabbard from whence it was never to be drawn again. The Dutch Guards took quiet possession of the park, and shortly afterwards William took as quiet possession of the throne. Craven disdained to seek for employment under one he deemed an usurper, and his regiment was accordingly given to Talmash.

The old warrior passed the rest of his days quietly in England, and died in 1697 at the age of eighty-eight.

His titles and estates devolved on his cousin, William Craven, from whom is descended the present Earl Craven.

JOHN, LORD CUTTS, *Colonel of the Coldstream Guards.*

1014. Wissing.

The reign of Charles the Second offered very few opportunities for distinction to the ardent military spirits of England. Most of the wars were decided at sea, and the number of troops engaged on board the ships was too small to comprise all those who longed for active service.

When, therefore, Monmouth was sent with an auxiliary force to France, there were numerous candidates for employment, and among these John Cutts, the son of the Rev. J. Cutts, was fortunate enough to obtain an ensigncy in the Duke's regiment. The courage and zeal of the young officer was so conspicuous as to bring him into notice, and he was shortly afterwards made aide-de-camp to the Duke of Lorraine and sent to Hungary, where he distinguished himself, particularly at the capture of Buda in 1686 by the Imperialists.

In 1690 he was a colonel of foot and Governor of the Isle of Wight, and in the same year he was created Baron Cutts of Gowran, Kilkenny, in the Kingdom of Ireland. Four years later he succeeded General Talmash as Colonel of the Coldstream Guards. He was at this time serving in Flanders under King William, and

at the siege of Namur he was made Brigadier of the Guards "an honour never previously enjoyed by any officer." As such he led an assault on the town with his usual gallantry and his usual want of precaution, so that after losing a large number of officers and soldiers, he was compelled to return to the trenches.

On the breaking out of the War of Succession, Cutts, now a Lieutenant-General, was entrusted with the command of a division and sent to besiege Venloo. His assault on that town was a fair specimen of his style of warfare, the columns led by himself being hurled against the fortress without any orders, beyond that of forcing their way in. That they succeeded was owing to the number of men, and their desperate energy and that of their leader, but certainly not to his judgment or prudence. Notwithstanding his excessive boasting of this triumph, the exploit gained for him much renown, and Marlborough's epithet of "Salamander" applied to him, was universally adopted.

At Blenheim he had charge of the left corps of the army, directed against the village of Blenheim. It is doubtful whether any tactics would have been of avail here, but Cutts did not attempt any, and made a rush on the place, attempting to bear down the palisade and force his way in. But the French garrison was far too numerous and too powerful to suffer such an assault to succeed, and aided by their cavalry they repulsed every attack.

Marlborough no sooner ascertained the state of the case than he ordered Cutts to withdraw, and merely to hold the town in check till his other manœuvres succeeded. Eventually the whole of the garrison surrendered prisoners of war.

It is probable that the Duke became tired of Cutts's headlong motiveless daring, for he was sent home on a mission to England, and in 1705 appointed Commander-in-Chief of the forces in Ireland under the Duke of Ormonde, and in 1706 in order more effectually to retain him in Ireland he was appointed a Lord Justice on the prolonged absence of the Viceroy. This, however, was too palpable a move to deceive the General, who miserable at being thus kept out of action, sickened and died in Dublin on the 16th of January, 1707, as it was said of a broken heart.

Lord Cutts published a work of poetical exercises, and may therefore claim to rank as an author. His motto, "with labour and with blood" described his character, though he was also reputed to be "as brave and brainless as the sword he bears."

HENRY SIDNEY, EARL OF ROMNEY, *Colonel of the First Guards.*

829. Lely,

Henry Sidney, younger son of Robert, Earl of Leicester, was born in Paris in 1640, while his father was ambassador at the French Court. Brother to the great patriot, Algernon Sidney, and doubtless a man of liberal tendencies, Henry was neither as thorough, as conscientious, nor as gloomy as the morose republican.

His first commission was that of captain in the Holland regiment (the 3rd Buffs), and in 1665 he was admitted to the household of the Duke of York as Groom of the Bedchamber.

Sidney was at this time one of the handsomest and most graceful men in England, the envy of one sex, the admiration of the other. Unfettered by moral scruples, his career at the profligate court of Charles II. was distinguished for gaiety and gallantry, and he did not hesitate to aspire to the love of the Duchess herself; a love which, if not returned, was at least tolerated, till it reached the ears of James, who furious and indignant, dismissed his handsome officer, and ordered him to rejoin his regiment.

Thus ejected from the pleasures of the Court, and compelled to serve in Holland, Sidney devoted himself with eagerness to his profession, was promoted to the lieutenant-colonelcy of one of the English regiments in the service of the Dutch, and finally to the colonelcy of the same corps. This last preferment was the act of Charles II., who had taken the colonel into favour, and had made him Master of the Robes. In 1679 he was sent as Envoy to Holland, and made Commandant of the British troops in that country; but on the accession of James he was deprived of all his offices, and this may probably have embittered his already anti-Jacobite feelings, and thrown him more completely into the arms of the Revolutionists. He eagerly associated himself with the Orange party, and in order to conceal his intrigues from his successor as English envoy, Colonel Bevil Skelton, of the First Guards, he gave out that he was recommended to drink the waters at Spa, and under cover of this medical protection, he became the medium of communication between the Whigs and the Prince of Orange.

The lamentable misgovernment of James had alienated the affection of many cavaliers, whose fathers had spent blood and treasure in support of the royal cause, but who now listened to the counsels of Sidney, and promised aid to William of Orange, if he came over to assist them.

Sidney had some difficulty in persuading the Prince to undertake so perilous an enterprize as the invasion of England; but strengthened by daily increasing promises of support, he at length obtained William's acquiescence in the plot, and having matured the plans, accompanied him on his expedition, landed with him at Torquay, calmed his indignation at the lukewarmness of his promised friends, stirred up the doubtful, encouraged the timid, and finally beheld his work successful, and William King of England.

Grateful for these great services, the King raised him to the peerage by the title of Viscount Sidney, promoted him to the rank of major-general, and shortly afterwards when the impetuous Grafton resigned his regiment rather than suffer unmerited distrust, Sidney was selected to succeed him in 1689, and was appointed Colonel of the First Regiment of Foot Guards.

Sidney accompanied the King to Ireland, was at the battle of the Boyne and throughout the campaign, and was appointed one of the Lords Justices for Ireland; but in 1691 he appears for some cause or other to have fallen into disgrace, and to have lost by deprivation or resignation the post of Colonel of the First Guards, which was bestowed on Charles, second Duke of Schomberg.

Sidney was, however, shortly afterwards appointed Lord-Lieutenant of Ireland, and created Earl of Romney. There is scanty record of his political acts as Viceroy. Untroubled by political intrigues or exciting movements, he relapsed into dissolute idleness, and passed a luxurious existence in Dublin Castle, where he drank deep with his boon companions, and with fair words, winning manner, and sweet temper, gained the friendship of many a man who found when too late that viceregal promises meant nothing. He returned to England in 1693, and was restored to the colonelcy of the First Guards, Schomberg having been killed at Marsiglia. Beyond receiving his pay, Romney does not appear to have troubled himself much with the regiment, the accounts of which fell into horrible confusion; but if he was careless, he was hospitable and lavish of his money, living sumptuously in London till his death in 1704.

JAMES STANLEY, TENTH EARL OF DERBY, *Captain and Lieut.-Colonel in the First Guards.*

83. Winstanley.

King William III., though he had brought with him his Blue Guards, found it necessary to retain the services of the English Guards; but at the same time replaced those officers who were supposed to have Jacobite tendencies, by others more friendly to the new order of things. Among those who were now appointed was the Honourable James Stanhope, son of the eighth Earl of Derby. He was a Captain and Lieut.-Colonel of the First Foot Guards in 1692, and commanded his company at the battle of Steenkirk in that year, when the second battalion of the regiment was cut to pieces, more than half the men and officers being left dead upon the field. The loss throughout the whole army was very heavy, and William replaced the senior officer by those actually with the army, so that Lieut.-Colonel Stanley became Colonel of Hodge's Regiment of Foot, now the 16th, and served in that capacity to the end of the war. He was M.P. for Preston, and afterwards for Lancashire, and a Groom of the Bedchamber to the King. He retired from the army when he succeeded his brother as tenth Earl of Derby in 1702. He was afterwards Captain of the Yeomen of the Guard. He died in 1735.

JAMES, FIRST EARL OF STANHOPE, *Captain and Lieutenant-Colonel in the First Guards.*

108. Kneller.

The University of Oxford has sent forth many impetuous spirits

into the world, but seldom one who, like James Stanhope, united to a hot-headed eagerness a calm and temperate judgment and a rare power of wielding the pen and the sword with energy.

From Oxford, where he had received an excellent education, young Stanhope went to his father's house, the embassy at Madrid, and in a short space of time acquired considerable knowledge of the language and politics of Spain. He then sailed for Italy to enjoy the pleasures of travelling; but eager for action, he volunteered for service under the Duke of Savoy. From hence he was recalled to England on appointment to a commission in the First Regiment of Foot Guards, and before long gained the reputation of being the wildest young man in London.

In 1695 a detachment was sent to reinforce the brigade in Flanders. Stanhope accompanied it, and joined his regiment in camp before Namur, where William III. in person superintended the operations of the siege with so much zeal that he almost lived in the trenches, and frequently transacted business under fire; a practice that cost Mr. Godfrey, the Deputy-Governor of the Bank of England, his life, for he was shot while making arrangements with the King, relative to an advance of money for the payment of the troops.

The ordinary duties of the siege were often enlivened by desperate assaults made by parties of men volunteering for the service, whose exceeding ardour would, it was supposed, ensure success. Stanhope at once offered himself as a candidate for this dangerous employment, and acquitted himself so well that the King took notice of his conduct, and promoted him to a captain and lieutenant-colonelcy in his regiment.

After the peace of Ryswick he was elected M.P. for Newark, and afterwards for Cockermouth, and in 1700 was appointed Lieutenant-Colonel of the 5th Light Dragoons, from whence he was promoted in 1702 to the colonelcy of the 33rd and the 11th Foot successively.

He accompanied the not very creditable expedition to Cadiz, where he led the vanguard; was at Vigo, and in Portugal, where he had charge of a brigade. In 1706 he was sent as Envoy Extraordinary to King Charles in Spain, and having the rank of major-general, took with him reinforcements for the British army under the Earl of Peterborough in that country. In 1708 he was made Commander-in-Chief of Queen Anne's forces in Spain, when in order to secure a safe base for his operations, he sailed to Port Mahon, took it, and thus acquired possession of the Island of Minorca.

In the following year he was promoted to the rank of Lieutenant-General, and in 1710 won the victories of Almenara and Saragossa. In the former action his impetuosity forced him to lead the cavalry charge, and he encountered the Spanish General Amezaga at the head of the Spanish Horse Guards, and slew him after a hand to hand conflict.

At the end of this year Stanhope allowed himself to be surrounded by Vendome's forces at Brihuega, where after a desperate resistance, he and his whole army were taken prisoners. This terminated his military career. He returned to England and took an active part in politics. His fiery conduct on the field was equalled by his energy in Parliament; but his administrative talents were recognised by the Whigs, who on their accession to office made him a Secretary of State. In 1717 he was raised to the peerage, and in 1718 promoted to an earldom as Earl Stanhope and Viscount Stanhope of Mahon in the Island of Minorca. He was at the same time made First Lord of the Treasury and Chancellor of the Exchequer, but exchanged these offices for, to him, the more congenial appointment of Secretary for Foreign Affairs. He died in the year 1721.

(To be continued.)

THE SIMLA COURT-MARTIAL.

It was recently moved in the House of Commons that the Despatch from the Duke of Cambridge to Sir W. Mansfield, and the Correspondence relative to the grant to Captain Jervis should be printed. It is somewhat voluminous, but we will endeavour to give the substance in as few pages as possible.

It will not be necessary to go back to the grounds of dispute, we shall, therefore, confine ourselves to the Papers. The first of these is the Despatch referred to. In consequence of Captain Jervis objecting that a portion of the offences charged against him were of a non-military nature, and therefore ought not to have been submitted to a court-martial, the Duke referred the case to the Judge Advocate-General. The opinion this official gave on the character of the charges of fraudulent and dishonest appropriation, was that they amounted in law to scandalous behaviour, unbecoming the character of an officer and a gentleman, and that it was, therefore, legally competent for the Commander-in-chief in India to bring Captain Jervis before a Military Court upon this charge. This opinion is independent of the question, whether the duties entailed by the confidential position which Captain Jervis occupied in the Commander-in-chief's household are to be considered military duties. "I incline to the opinion that an officer on the staff of the Commander-in-Chief's household, does not do so as a military duty, in the proper sense of that term; but that he voluntarily accepts such charge as a social, or domestic, duty, which is annexed by the custom of the service to his position, or which is imposed as a condition of his tenure of office by the Commander-in-chief, who can remove him at pleasure. I am further of opinion that Captain Jervis' letter of the 16th April, 1866, acknowledging the

receipt of a memorandum from the Commander-in-Chief, directing that he was to continue in charge of Sir W. Mansfield's establishment as a military duty, could not increase the measure of his responsibility to military criminal law.

"But it is, in my view, immaterial to the jurisdiction of the Court on this charge, whether the true view of the duties in question, is that they were military, or that they were civil. The charge was essentially a charge of fraud and dishonourable conduct, and was on this ground, on my judgment, within the legal cognizance of a Court-martial."

As regarded the second charge, the Judge-Advocate considered, "that assuming it to be the military duty of Captain Jervis to keep the household books, accounts, &c., and produce them on an order of the Commander-in-chief, he was not legally bound to hand them over to a Court of Inquiry, seeing that they might have been used as evidence against himself in a subsequent trial. Personally, Captain Jervis was bound to obey the request of Colonel Longden to attend the Court of Inquiry." But in expressing this opinion of the right of Captain Jervis to withhold the vouchers, &c., the Judge-Advocate, adds: "but in saying this, I must not be understood to mean that I approve of his conduct in availing himself of that strict legal right." The Duke says on the latter point, "that he concurred so fully in it, that he could not understand why Captain Jervis, if he were strong in the conviction of his own integrity, did not voluntarily produce the books in question. At the same time that he admitted the right of Sir W. Mansfield to put Captain Jervis on his trial on the first charge, he disapproved his exercise of that right. The appointment of an aide-de-camp to exercise the office of Controller of the Household, he considered to be one of a domestic character, voluntarily undertaken, and to be no part of his military duty, consequently he could not concur in the propriety of the instructions drawn up by Sir W. Mansfield for the guidance of his military staff, which, he says, were of a character which had never before come to his notice." His Royal Highness considered that a more kindly course towards Captain Jervis, to which that officer had a good claim, at the beginning, would have prevented the subsequent scandal, and that a request for a personal explanation would have been effectual; though he fully recognised how disagreeable it would have been to Sir W. Mansfield to have entered into a personal explanation on such a matter with an officer in whom he had placed the fullest confidence through so many years. This regret, he expresses, he felt still more acutely on account of Sir W. Mansfield having entered upon an examination of his servant respecting Captain Jervis's conduct, and without giving him an opportunity of being present to reply to the accusations made against him; and though he had not made a direct application for an interview, the expression in his note, "I only beg to be afforded an opportunity of explaining before measures are

carried into effect which must prove the most utter ruin to me professionally," amounted to this. After condemning the insubordinate conduct of Captain Jervis in strong terms, his Royal Highness proceeds to express his opinion, that Sir W. Mansfield had not fully understood the great objections there were to bringing the matter before a military tribunal at all, and more especially before a tribunal in which he would himself be the prosecutor and witness, and would have to revise the proceedings. But having yielded to the advice of those members of his staff whom he consulted to adopt this course, he should have acted on the finding of the Court, which, "whilst recording a sentence of dismissal, and thus marking their sense of his military misconduct, recommended him to mercy in consideration of the extenuating circumstances disclosed in the proceedings." That having sent the evidence back for the reconsideration of the Court (which confirmed its original finding) the effect that would be produced by the publication of his reasons for not concurring in the finding of the Court, and acting on its recommendation to mercy would be to weaken the independence of Courts-martial, bring contempt on them in the eyes of the public, and materially affect the discipline of the army. His Royal Highness expresses his entire agreement with the opinion of the Judge Advocate-General on the verdict of acquittal on the first charge, which is announced in these words: "Speaking generally, the prisoner admitted the facts which were specified in the several instances of the first charge, and which were given in evidence by the prosecution, but he denied the fraudulent intent, which was the gist of the charge. The Court accordingly in acquitting him, must be deemed to have taken the facts as proved and admitted, and to have come to the conclusion that the fraudulent intent alleged was not established. This question of Captain Jervis' intention was very difficult and complex; it was to be determined only by a fair and just consideration of all the evidence which the Court had heard and seen, and of all the surrounding circumstances, and as such was within the special province of the Court. The evidence at it appears to me, admitted reasonably of a conclusion of the prisoner's guilt, or of his innocence. No point that could possibly be urged in favour of a conviction was omitted in the very able reply for the prosecution, and all the arguments which could tell against the prisoner was accumulated with remarkable subtlety and ingenuity in the minute and accurate analysis of the whole case drawn up by the Judge Advocate-General of Bengal, when the Court was ordered to re-assemble for the purpose of revision; and this last document was submitted to the Court with the further sanction and authority of the Commander-in-chief. The Court deliberately found in favour of the prisoner, and I do not feel myself justified in saying that such finding was wrong."

The Duke considers that the proper and obvious course for Sir W. Mansfield to have pursued, when he found he could not agree

with the finding of the Court, and act on the recommendation to mercy, was to have referred the whole proceedings to England to be submitted to the Queen, and thus to have relieved himself from all responsibility. With respect to the manner in which the officers, composing the Court-martial, had conducted the inquiry, the Duke requested that it should be made known to them that he considered they had performed their duties with "marked impartiality and sound judgment."

The reply of Sir W. Mansfield to this Despatch was a protestation that he had acted in the case, "one of the most difficult which ever tried the patience and endurance of a general officer in high command," with the most earnest desire to do what was right; and that every thing had been done according to law. That he had so well foreseen what would be said about the trial, that shortly before it took place, he said to the Judge Advocate-General of the Bengal Army, "Has anything been forgotten? Could it have been possible to have let the man get away without a trial?" and the answer was "I do not think so; you must have brought him back to trial if he had gone away." He justifies the reliance he placed on this opinion by the example of the Duke himself, who had been guided by the opinion of the Judge Advocate-General in England. Also that the conduct of Captain Jervis in refusing to give up the books, vouchers, &c., conduct which the functionary just mentioned so strongly condemned, was the cause of all that subsequently occurred. The peculiar instructions for the aides-de-camps to which the Duke had alluded, he had written in order that they might see exactly what was required of them; but chiefly for the benefit of Captain Jervis, who had been guilty of bad temper, and even rudeness, in his house. That as to a personal interview with Captain Jervis, to investigate the charges against him, he felt too much hurt and provoked at finding he had been keeping a shop on his estate, and that the customers had been led to believe that they were conferring a favour on him. That in the examination of his servant, the man knew that his statements were being written down, and would be forwarded immediately to Captain Jervis. Further, that an investigation made in the presence of the accused might have made the matter still worse for him by inducing him to add another offence to that with which he was charged. Also that when he directed the revision by the Court of their verdict, he was aware that Captain Jervis had been acquitted of the first charge by a majority of nine votes against six, and on the second charge by eight votes against seven. He defended the course he had taken, as being the duty of the Commander-in-chief, and that he would have been guilty of cowardice and neglect of duty if he had suffered the fear of public censure to have prevented him from doing it. He submits that provocation may be taken into account in the single act of insubordination, but not when there is a series of such acts, shewing deliberate and wilful breaches of discipline.

It has generally been the custom, in India, for the Commander-in-chief to give his reasons for disapproving of a verdict when confirming the proceedings of a court-martial after revision, a custom held to be necessary in consideration of the unlearned character of courts-martial; and when delivered, it is out of the power of the revising officer to interfere either with the verdict or sentence, except in mitigation of the latter, and that he had himself acted in that way in every instance; in fact, on two occasions during the progress of Captain Jervis' trial, and that it was no more than justice to do the like in his case. He did not perceive that it made any manner of difference that he was himself personally concerned in the matter. That as Commander-in-chief he felt that he ought, and did raise himself above every such feeling, and that in so doing he had but followed the example of the late Marquis of Hastings, and that if he had acted injudiciously, he had the great authority and precedent for acting as he had done.

He supposes the converse of the case, that an officer, in whom he was greatly interested, had been found guilty, in face of a strong evidence of innocence, and asks if he would have been justified, because of his personal interest in the officer, to have suffered him to be led out to the severest punishment, if he had an unalterable conviction of his innocence.

As regarded the matter contained in the paragraph in which the recommendation to mercy was balanced against the absence of full and honourable acquittal of the prisoner, it was his duty to place on record a fact with which he had long been acquainted, namely, that it was through no accidental omission that the Court-martial, which tried Captain Jervis, recorded a simple acquittal on the first charge; some members did actually propose the words fully and honorably, but the proposal was summarily put aside by the Court, and that he was aware of this fact when he forwarded the finding and sentence of the Court.

The importance of this admission being fully recognised by the prisoner who said, that if a full and honourable acquittal were not recorded in his favour, he would be branded in society. He again repeats his conviction that, if being unable to concur in the verdict of the Court, he had referred the whole matter to England, to be submitted to the Queen he would have been guilty of shrinking from the due performance of a painful duty, and that he had elected to stand the brunt of a public outcry, rather than devolve responsibility on his superiors, and that he had acted in the same way, under similar circumstances, on a previous occasion, and that his conduct in that case had been finally justified after he had suffered from the censure of Government, and the dissatisfaction of the public. In conclusion, he hoped his Royal Highness would give him credit for being actuated by the simple desire of placing before him what he believed to be sound and truthful views, and so to vindicate himself from the serious errors of judgment laid to his charge.

In a subsequent despatch, Sir W. Mansfield deals more particularly with the Judge Advocate-General's letter referring to certain questions on which he had asked his legal opinion. As regarded the first charge against Captain Jervis, which as he says, turned on the technical distinction between felony and misdemeanour, it would, if proved, and if innocent intention had not been shown, have rendered the prisoner amenable under the 101st section of the Mutiny Act. He defends his conduct in referring the matter to a court-martial on the ground that it was the fittest tribunal to decide in a case in which the general officer in command was personally concerned, as it placed him and the accused on equal terms. That in ordering the Court to revise its finding, he acted under legal advice, and in opposition to his own personal wishes, and that in so doing he did not influence the Court at all to alter its finding, but that it was merely a continuance of the case for the prosecution, and that the revising officer could not be looked upon in the light of a judge. The next paragraph, in which he refers to the revising officer, is so obscurely worded, that we quote it as it stands, "after sentence, the revising officer being then in a different position, can, in his capacity of command, carry out, mitigate, or remit a sentence, though he can in no case add to, or alter it." How the revising officer can exercise the one without doing the other, it is difficult to perceive. The General again maintains that in his opinion he would have been shrinking from his duty if he had suffered Captain Jervis to have rejoined his regiment with the stain of fraud and insubordination on him, because he was himself personally concerned in the matter; but at the same time he admits that if he could have foreseen that the English press would have influenced public opinion against him so unjustly and unfairly on the strength of the statements of the Indian press he would have been tempted, though sorely against his conscience, never to have stirred in the matter, but as neither he nor his advisers could foresee what has happened, the only questions they had to ask themselves were: 1. Were the facts brought to light capable of ready proof? 2. If they were proved, did they, till explained, amount to scandalous conduct in an officer? 3. Was there any such simple explanation as we were bound to reach by conjecture? The facts, he says, were not only proved, but admitted by Captain Jervis; in the second place, he assumes that everybody will admit that till explained away, they did constitute scandalous conduct; and on the third point, he quotes the conclusion of the Judge Advocate-General himself, that the arguments for and against Captain Jervis's guilt were evenly balanced.

Captain Jervis, in a letter to Sir W. Mansfield, dated April 20, 1866, says that the books are complete to date, and that he will be happy to go over them with the General whenever he should appoint. As to the accounts, he says, "the general statement of accounts you have seen to a recent date. The other shall be com-

pleted and shown to you very shortly. The books, which you can see at a moment's notice will convince you that every thing is right." Following this note, there is a paragraph in the correspondence which states, "as shown by the Court-martial, Mr. Jervis had been in vain importuned for his accounts from May 1 to May 14. After that date Mr. Jervis, being under arrest, was ordered to submit them for audit by a confidential committee, which he finally declined to do on May 22, this absolute refusal having led to his Court-martial." Following this, is a letter from Captain Jervis, which it is only just to that officer to give entire, and which we are sure will awaken a kindly sympathy towards him, whatever may be the opinion held by the reader respecting his conduct.

"From Captain Scott Jervis, 106th Light Infantry, to the Adjutant-General of the Army; dated Simla, 10th September, 1866.

"I have the honour to request you will do me the favour to submit the following statement for the consideration of his Excellency the Commander-in-Chief.

"When, in the beginning of May last, the accumulation of charges preferred against me by his Excellency had distressed and completely overwhelmed me, I brought against his Excellency, in the civil court, two suits; one for the recovery of the balance I considered due to me on account of the house I was building for his Excellency; the other for the balance due to me on the house-expense account. These suits are now pending in the civil court.

"I will not enter into the reasons which prompted me at the time to institute those suits; I will only say that, whether right or otherwise, I believed then, and I conscientiously believe still, that the amount for which I sued was really due to me; but that I was at the time, and have been since, under the influence of an excitement which may, perhaps, on a consideration of all the circumstances of the case, be understood.

"The court-martial, which was the consequence of the events of May last, now, however, is over; the events which occurred subsequently, and for which I have expressed my contrition, have led me to reflect upon the whole proceedings of the case, and I have been brought to the conclusion that my conduct in instituting civil suits against the Commander-in-Chief of the Army was, at least, unmilitary and improper. It is not, perhaps, too late now to make the only amends in my power.

"In that view, I beg you will do me the favour to inform his Excellency of my intention to withdraw the two suits in question, and to leave their settlement unreservedly to his Excellency's sense of what is fitting and correct.

"Similarly, I beg you will inform his Excellency of my intention to withdraw the suit I have instituted against his Excellency for libel, and to express my regret for having entered it.

"In making this communication I have only, in addition, to

express an earnest hope that my motives in submitting it may not be misunderstood. They are simply what I have stated them to be, the conviction now forced upon me that it was wrong and unmilitary on my part, no matter what might have been my idea of the treatment I had received, to institute civil suits against the Commander-in-Chief. I may perhaps be permitted to add that my feelings were wrought up to a pitch at which I could not control them, by the idea that his Excellency, to whom I have devoted myself entirely for so long a period, and whose every interest I had regarded pre-eminently as my own, should have considered me guilty of the offences charged against me. On the charges so preferred I have been brought to a court-martial. To the finding of that court I must submit. But whatever it may be, I beg permission to assure his Excellency that the accumulation of charges utterly overwhelmed me, and that the revolting nature of the principal charge, which I again solemnly declare to have had no foundation whatever, alone drove me to the course of resistance which I adopted.

"With respect to the military charges, I trust it may not be considered an impropriety if I take this opportunity of expressing my regret that I should have comported myself in any other way than as a soldier owing military obedience to competent authority.

"I take this opportunity, likewise, of expressing my regret for, and retraction of, any reflections or imputations which might have been considered to have been made or implied against his Excellency in the course of this trial.

"In conclusion, I will only express a hope that this acknowledgment of the errors I have, under an excitement which was perhaps natural, committed, and my atonement, the only one in my power, which I have made, may be as satisfactory to his Excellency to receive as it is to me to make it."

Colonel H. E. Longden, by direction of Sir W. Mansfield, replies to this letter of Captain Jervis in the following manner. That he was gratified that the tardy avowal of error had come voluntarily, but in reply to certain passages in the letter which seemed to imply that his Excellency had yielded to *ex parte* statements without due investigation before the formal inquiry was ordered, he reiterates that he was compelled to take the course he did and supports this statement by the same arguments already given in the communications addressed to the Commander-in-Chief. The money claims of Captain Jervis were to be referred for settlement to a committee of audit.

On 26th September 1866, Sir W. Mansfield's counsel wrote to Captain Jervis' counsel, Mr. Taylor, requesting him to furnish bills, receipts and vouchers relating to the accounts in order that an immediate settlement might be effected. The reply to this request was that Captain Jervis was not inclined to enter into the

question of the accounts; and that he was very much surprised that the whole of the account books and papers had not been sent to the Duke of Cambridge, inasmuch as they were connected with important questions that arose and were discussed during the Court-Martial. The reply of Mr. Plowden to this communication is that all the books and papers forming the appendix to the Court-Martial proceedings had been forwarded to England, but that it was not necessary to send all those which had been examined by the Court-Martial which the Court had not seen fit to attach to its proceedings; and he says not unreasonably, that the settlement of accounts being the object desired, it was quite beside the question to express surprise that the books which would enable this to be done forthwith were on the spot instead of being where they would be inaccessible; and further that the opportunities afforded to Captain Jervis to settle this matter of the accounts had been prevented by his own conduct in withdrawing the civil suits just when they were about to be decided; and by offering every obstacle, legal or otherwise to a settlement, notwithstanding that he had been constantly pressed to wind up the business by, and on behalf of Sir W Mansfield. In conclusion, he gives his own statement of the account in which he makes it particularly clear that neither legally nor morally was his client indebted to Captain Jervis; on the contrary, it was Captain Jervis who was indebted to him. Also that the claim of Captain Jervis on account of money spent on the residence of the aide-de-camps was groundless, Sir W. Mansfield having actually paid 7365 rupees on that account, though according to the agreement between them he was only liable for 2000 rupees.

This correspondence and a statement of the account as made out by Mr. Plowden and Major Gordon were sent to the *Englishman* for publication; but the accuracy of the statement of account was impugned by Captain Jervis in a letter addressed to the editor of that paper on the 27th of October, 1866, on the ground that it was imperfect, and along with this letter he sent a balance sheet which he averred was as complete as he could make it under the circumstances, and this represented Sir W. Mansfield as indebted to him 3662 rupees.

To this succeeds a sharp letter from Mr. Plowden, complaining that the letter addressed to himself had been sent to the *Englishman* for publication, together with the statement of account before it was sent to him, so that he saw it for the first time in print. Also that the sending of this letter and account had been purposely delayed until Captain Jervis and his counsel were on the point of leaving the country; and in concluding this letter, which is much to the purpose, and very damaging to Mr. Taylor's case on behalf of his client Captain Jervis, he says, "the only further action I will consent to take in this matter is to put Mr. Jervis into court, and to bring the allegations of my client's indebtedness to him, to which he so carefully confines himself, once more to the test,

which Mr. Jervis found it expedient first to apply and then to abandon." (Referring to the action in the civil court.)

A memorandum of the circumstances connected with the Court-Martial is published with the correspondence, but a great part of this being included in the preceding pages requires no further notice here, but there are some points which will be considered interesting that have not been adverted to. It seems that Captain Jervis had neglected some portion of his duty, or what his General considered such, and that a feeling of soreness was thereby originated, which led to a correspondence, in which Captain Jervis was directed to give up a portion of his duties as Controller of the Household to another aide-de-camp, to which he, with a feeling which can be easily understood, objected, expressing a desire to give up the whole of the duties connected with the post rather than a portion of them only. He was told that so long as he remained an aide-de-camp, certain duties that were assigned to him were military duties; to which he is said to have assented. In reply to allegations of the native newspapers that his duties were to some extent servile ones, it is answered that the position of the household of the commander-in-chief was so exalted, and that these duties were so important, and it was so impossible for the commander-in-chief to attend to them himself, that the number of aides-de-camp was apportioned by the State for the special performance of such duties; which so far from being derogatory to his status of an officer and a gentleman, that they could not be properly performed by anybody who was not an officer and a gentleman.

Shortly after the little squabble mentioned above, another arose which led to more correspondence, which ended as before in a kind of understanding. It is obvious, however, that these disagreements could not fail to leave behind them a poison which only required a slight cause to develope into a serious complaint. This cause arose from some charges made by Sir W. Mansfield's butler arising out of the management of a sheep farm. This farm was established by Captain Jervis in compliance with the General's desire, but in his own name, though this was not known to the General, and it was explained by his aide-de-camp subsequently as a necessary consequence of his agency. The General says that in the accounts kept he was charged as a retail customer, and made to pay a higher rate for the meat supplied to his household than was justified by the price paid for the animals. When Sir W. Mansfield became aware that the farm was not conducted in his name, he made some inquiries of the butler, of the nature of which, as is stated in a previous part of this paper, Captain Jervis was informed, and he was requested to return at once to Simla, and he might then see the questions that had been put to the butler and his answers to them.

In the reply sent by Captain Jervis to this communication occurs
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the following extract : "The whole or any portion his Excellency wishes of the farm, such as it is, Sir William can have at any time, or take it over with its accounts from its commencement, should he so desire. Abbey mentioned to me the other day, that Lady Mansfield thought that in taking charge of the establishment herself she should take over the farm; I told him that when her ladyship mentioned the matter again, to tell her that I did not desire her to take over any more than was convenient to her, but that anything she wished to have might of course be taken." The natural explanation of these words is, that though the farm was held in his name, and that he looked upon it as in some sort his, yet that he considered Lady Mansfield had a right to take what she pleased, and the manner in which he says this appears to imply that he did not think he was the real owner of the farm, or, in other words, that he had any right to hold it in opposition to the wishes of Sir W. Mansfield.

While this matter was still in abeyance, an order was put into the General's hands from an officer living in the neighbourhood, for supplies which included a joint of beef. This last item seems to have been the feather which broke the back of the General's patience. As this must have been bought at the bazaar, he was highly offended that he had been made to appear as a purveyor of dead meat, and he made inquiries which satisfied him that the purchasers considered they were under no obligation to him for allowing them to buy joints of mutton at the farm. He does not appear to gather from it the inference that the impression was general that the farm was really his, and that Captain Jervis was regarded as merely the nominal owner. The result of this unhappy misunderstanding about the farm was that Captain Jervis was removed from the staff.

Now it appears to us that if this matter had been discussed without any previous soreness engendered by other occurrences, it would have been very easily explained; and though the General might not unreasonably have been displeased at having been made to appear more kind and obliging to his neighbours than he felt disposed to be without his sanction being previously obtained, he would have seen that his aide-de-camp's error was merely that of assuming an authority beyond that which he was entitled to exercise, but which was not inexcusable in a man to whom so much was entrusted. We are quite sure that even in many commercial houses there are servants who exercise a discretion in far more important matters than these without previous consultation with their employers.

The natural result of calling Captain Jervis to account with such sharpness after he had laboured so long in his post, was to create a feeling of intense bitterness. It could not be otherwise if he had been ever so humble in disposition, seeing that he could not help feeling humiliated in his own eyes, as well as in the estimation of

all who knew him, at being told in this practical way that he was regarded as a mere house-steward. That he should, under the impression generated by this treatment, have acted with some degree of contumacy, however reprehensible in a military point of view, will not be regarded by civilians as constituting an offence of which a man need be ashamed.

The amount of aggravation created on both sides can never be judged by written statements. Who has not felt at some time or other the angry feelings originated by harshness, or oppression, or misconstruction, and how the brooding over such grievances day after day must have generated the bitterest hostility, and made both catch at every circumstance calculated to inflame this more and more. Under these circumstances, we can readily understand that no arguments were needed to convince Sir W. Mansfield that he had no alternative, when Captain Jervis refused to give an explanation to the officers deputed by the General to receive it, than to bring that officer before a court-martial; he being, of course, convinced beforehand of the guilt of his aide-de-camp, an assumption which lies at the root of the whole matter, but of which we, in common with most persons who have considered the matter without prejudice, do not consider as guilt involving moral turpitude.

Had the General been in the position of the colonel of a regiment and the dispute had been one relating to mess accounts, it would have been quite natural that the whole matter should have been referred to a court-martial for settlement, if the accused officer had refused to give an explanation to his brother officers; but General Mansfield's error was in not confining himself to bringing the whole matter before a court-martial, and entirely refraining from personally mixing himself up in a matter in which he was a party concerned; thereby raising the inference that he was actuated by malignant motives—an inference which we conceive what we have stated will show to be unfounded. In short, we think it must be evident that irritation was the chief cause of the unfortunate business; it caused Sir William Mansfield to regard as actual criminality that which was in reality no more than an abuse of authority at the worst; and the prosecution on such grounds led Captain Jervis to bring an action in the civil court for defamation of character, and to throw all kinds of obstacles in his power to everything which the Commander-in-Chief wished to have done.

The conclusion of this painful case, painful at least to all acquainted with either of the parties concerned is, that a grant has been made out of the Indian revenues to Captain Jervis of £1,800 as an equivalent for the value of his commission, on account of the peculiar circumstances of his case and of the recommendation to mercy of the court-martial.

THE STORY OF WAR-SHIPS, PAST AND PRESENT.

If it be rather too much to say that our modern war-ships are as superior to those of the ancients as the latter were to the primitive log floating on the waves, which perhaps originally suggested ship-building, still, it must be admitted that there is scarcely a point of comparison between the ships of the present day and even those with which Nelson won his victories, whilst the comparison would be utterly absurd and ridiculous if referred to the earliest productions of the naval art, even among the most advanced nations. It may, therefore, be interesting at the present time, when we are compelled to have misgivings even of our grandest achievements in this respect, to trace, step by step, the history of the various phases through which the art of naval architecture has passed, availing itself as it progressed of the various principles suggested by experience and scientific adaptation.

Unfortunately, in the investigation we find no precise description of the form of ships beyond a certain date. A few scattered descriptions, sometimes merely medals, are the only documents which give us an idea of the naval constructions of the first centuries of the Christian era. Thus we became acquainted with the "dromons" of the fifth century, war-ships evidently built in imitation of the ancient "biremes," having, it is said, fifty oars in two rows. Next we discover the "dragons" or "drakers" of the Normans in the ninth century, which were remarkable for drawing little water, the longest being from 120 feet to 135 feet in length, with more than sixty oars, a deck, a mast and sail.

I. A long interval of uncertainty then intervenes, and nothing precise in ship-building comes upon the scene before the period from the year 1200 to 1600.

The fleet which the sainted King Louis of France had constructed at Genoa seems to have been the occasion of remarkable improvements in the size and form of the ships. These were vessels with two decks, some large enough to carry one hundred horses, others capable of accommodating eight hundred passengers.

But the mariner's compass was not yet discovered or applied in Europe; and there can be no doubt that it was the application of this instrument which gave the first spring and stimulus to navigation, and consequently to the art of ship-building.

The principle of the mariner's compass was, apparently, well-known to the Chinese in the earliest antiquity; but its application in Europe only dates from the thirteenth century. The ability to make long and distant voyages promoted, if it did not necessitate, the construction of larger and better appointed vessels; and so, in process of time, the mariner's compass led to the discovery of America by Christopher Columbus.

The flotilla furnished by Spain to the celebrated navigator and expedited at Palos, was composed of ships called "caravels," of respectable dimensions, the largest of which, however, being the only one decked, and capable of carrying ninety men. Twenty years after the discoveries of Columbus, Magellan, the Portuguese navigator, sailed as far as the Isles of Molucca, by the west, and doubling Cape Horn, whereas before that epoch in navigation, the route was by doubling the Cape of Good Hope. This achievement began the era of voyages round the world.

The introduction of cannon necessarily caused great alterations in naval constructions. A French engineer, named Descharges, was the first to contrive port-holes along the sides of ships, taking the hint from the embrasures of forts.

In the fleet despatched by Louis XII to the aid of the Venetians when attacked by the Turks, there were ships with port-holes, among others was the *Marie-la-Cordelière*, a ship of great renown in French history, chiefly, however, on account of her glorious destruction in conflict with an English cruiser. On the 10th of August, 1512, her captain was ordered to defend the passage of Saint-Mathieu, on the coast of Britany, against the English. He was vigorously attacked by the latter, and his ship set on fire: but instead of discontinuing the engagement to put out the fire, or surrendering, as the enemy expected, he boarded the English ship, and according to the historians of the time, "both vessels burned up like chips," and French and English went to the bottom.

In the following year another encounter took place between the French and English, in which it is said that the English flag-ship was sunk, and the rest of the enemy's fleet put to flight.

The ships of this period were flat and narrow, drawing little water, propelled both by oars and sails, and adapted to be hauled ashore. There were no roadsteads in those days.

The combination of oars and sails shows the tendency in man to cling to old expedients; and it was only when the small dimensions necessitated by this combination was abolished that maritime ports, harbours, &c., were established. This was during the reign of Francis I. and Charles VIII of France. The former founded the port of Havre, and Henry IV. made a fortress of Toulon, whilst at the same time great efforts were made to give ships gigantic proportions, in fact everything was sacrificed to create imposing masses, not without deplorable results. One great ship, named the *Grand'-Nau-Française*, built at Havre, could only find a mooring in the middle of the port, the builders having omitted to meet the serious difficulty of adapting the ship to the depth of water: so that at the ebb of the tide the *Grand'-Nau-Française* turned over, opened, and filled. She had to be demolished on the spot.

At the present day, a ship can be built to draw exactly any

depth of water; but it required a long time to attain such scientific precision, although the thing is, apparently, very simple from the reasoning applied to it. A floating body laden, settles down in the water in a regular way; there is a relation between the volume submerged and the cargo or weight of whatever it may consist. It was Archimedes who discovered the principle that a body which floats holds in the water the place of a mass of liquid, the volume of which is necessarily equal to that of the part under water. The total weight of the floating body (including freight) must be precisely equal to the weight of the volume of water displaced.

Such is the simplicity of the problem: but it is not always easy to satisfy its conditions; and when the plan of a ship is designed, required to carry all that is involved in her destination, a great exactness of appréciation is required to regulate the extent to which she must settle, or the water she will draw, when built.

Most of the ships of the epoch to which we are referring met with a very sorry fate. In England the Great Harry, of which we hear so much, was burnt. In France the Caraquon, of 800 tons, much smaller, however, than the Grand'-Nau-Française before mentioned, equipped, by the way, at the time when Francis I. was preparing to invade England, was also burnt at Havre. In Spain, the mighty fleet, boastfully styled the "Invincible Armada," equipped by Philip II. for the invasion of England, was disabled, dispersed, or shattered to pieces by a tempest.

This fleet showed the state of naval architecture at the end of the sixteenth century. The ships of the line of this period were commonly about 135 feet in length, and mounted from fifty to sixty guns.

In the time of Henry VIII. the royal navy consisted of one ship of 1,500 tons, two of 800 tons, three of 600 tons, three of 400 tons, and six or seven of smaller tonnage. At his death the royal navy was extended to fifty ships, making 12,000 tons, manned by 8,000 sailors and marines. Elizabeth's fleet, in 1588, consisted of 176 ships, with 15,000 tons; forty of the ships were of the royal navy, and two of them of 1,000 tons burden.

Henry VIII established the dock-yard at Woolwich, and a separate Royal Navy. Besides the Great Harry he had the Regent of 1,000 tons and 650 men, and the Henry Grace de Dieu with three tiers of guns, four masts, and very lofty poops and forecastles. Elizabeth's largest ship was the Triumph, of 1,000 tons, 60 guns, and 780 men.

II. The next period of naval architecture extends from the year 1600 to 1700.

The glory of creating a permanent and well organized navy for France belongs to Richelieu. At the accession of Louis XIII, Britany, Guyenne, and Provence constituted three distinct admi-

ralties, which were rivals among themselves, and all of them independent of the throne. Louis XIII purchased the surrendry of their titles, abolished their office, and appointed Richelieu "Grand Master and Superintendent of the Navy."

Thereupon Richelieu set to work with his well-known vigour. He called a meeting of the notables of the time, and made them the following address, which is of curious historic interest, and does great credit to that astute but patriotic statesman:

"You have to exert yourselves for the establishment of commerce as the means best calculated for enriching the nation. Our neighbours subject us to all the rigour of their regulations; they set a price on all our merchandise, and oblige us to take theirs on any condition they choose to name. Pirates and Turks and others disguised as Turks, ravage our coasts, and carry off the King's subjects captive to Barbary.... They put a stop to your cod fishery at Newfoundland, your whale fishery at Spitzbergen; and by degrees what remains of France will be lost if we remain any longer inactive. Our supineness is the more reprehensible, inasmuch as we have in the kingdom all the means necessary for making us strong on the ocean, since we even furnish them to our neighbours. We have extensive forests and iron for the construction of ships, canvas and hemp for sails and cordage.... We have all the means of furnishing biscuit, wine, cider, beer, sailors and navigators in abundance. We have the best ports in Europe, and what is very remarkable, we hold the keys of all navigation from east to west, and from south to north."

This address made a profound impression on his hearers, and Richelieu was requested to continue his efforts for the establishment of a fleet of forty-five vessels of war, and to appropriate to the undertaking the annual sum of 1,200,000 livres.

As soon as foreign and domestic affairs set free his hands, Richelieu set to work. The port of Brest was considerably developed; Brest, Havre, and Brouage were constituted royal dock-yards; a staff directly charged with the construction of ships was appointed; and in a few years France possessed a fleet of fifty-six vessels of war.

Death prevented Richelieu from completing his work. Under Mazarin the French Navy languished, very few ships being added to it, and these of small importance. At the accession of Louis XIV the French Navy, properly speaking, had ceased to exist.

Things changed, however, when Colbert came into office. Under this eminent and far-seeing statesman, life was restored to the colonial system of France; her merchant navy became flourishing, and the royal navy, its protector, was placed on a formidable footing. Brest and Toulon were enlarged, Rochefort was built. Skilful ship-builders came upon the scene, such as Coulomb at Toulon, Hubac and Pangolo at Brest, the latter

being the builder of the *Lys*, the favourite ship of the famous Duguay-Trouin. To these eminent men is due the honour of having created, with that perfection of form which has always characterised the French school of naval architects, all the types of the early French navy.

The French introduced ornamental designs in ship-building, and carried it to a fantastic extent. The celebrated Puget supplied the builders with wonders of decorative art—sculptures, caryatides, frieses, paintings, and gilding were pompously displayed on every part of the ship susceptible of ornamentation. The specimen now to be seen in the Museum of the Louvre, the model of the *Soleil Royal*, of 110 guns, is a faithful type of the time in question. Colbert encouraged this lavish decoration of ships, which long continued to be characteristic of the French navy. It is just the reverse now-a-days; rational shape and formidable power constitute the beauty of modern ships, if they have not completely reversed our ideas of taste, making positive ugliness the symbol of ideal beauty. Certainly in looking at an iron monster we are compelled to say that “the beauty of the thing” is in her ugliness.

Thanks to Colbert, Louis XIV was soon enabled to join to his preponderating land force a redoubtable navy. That was the brilliant epoch of French naval history when Duquesne and Tourville, Duguay-Trouin and Jean Bart chastised the pirates, checked, if they did not humiliate, England and Holland, and gave proof in every sea of French power and greatness.

Meanwhile, however, it was not likely that England would remain inactive during this development of her neighbour's naval resources. The *Prince Royal* was built in 1610, she was 1,400 tons burden, and mounted 64 guns. About thirty years after appeared Phineas Pett, a graduate of Cambridge, who gave great development to ship-building in England. He built, in the reign of Charles I, the *Sovereign of the Seas*, his master-piece, 210 feet in length, 1,600 tons burden, and pierced for 86 guns. That was in 1637. In 1679 the Navy of England consisted of 76 ships of the line: and at the Revolution, of 173 ships of all sizes: in the reign of William III, of upwards of 270 men-of-war, measuring about 160,000 tons.

The introduction of science into the art of naval architecture was the characteristic of this epoch. The Chevalier Renan, of whom Voltaire said that “he turned out to be an excellent sailor by dint of his genius, before he ever served,” began a warm controversy respecting the proper form of ships, in the Council of Naval Construction at Paris, and discussed with the learned Huyghens and Bernouilli the theory of correct manœuvring. A learned Jesuit supplied the Navy with a manual of navigation, &c., which was subsequently adopted for our midshipmen and officers. It was during this period that types of ships of the dif-

ferent sizes became fixed and defined, with a simple nomenclature sufficient to qualify them—vessels, frigates, and corvettes, with three masts,—brigs with two; the “vessel” with at least two tiers of guns or two covered batteries; the frigate with one; the corvette being a reduced frigate.

About the same time the great discovery was made, which was destined to make the first innovation in ship-building, Papin appeared, and he was unquestionably the first who propelled a boat with steam.

He had studied medicine at Paris, but at the Revocation of the Edict of Nantes, he took refuge in England, where he invented his famous Digester, a contrivance for raising water to a much higher temperature than the ordinary boiling point, thus augmenting its dissolvent power, an instrument now used for extracting gelatine from bones, which is impossible with ordinary boiling water. After his sojourn in England, Papin led a wandering life, finally settling in Hesse-Cassel, where he published his “New Method for obtaining considerable forces at small cost,” and where he constructed his primitive steamer, the *Pyroscaph* (or fire-boat) as he called it. The success of his experiment excited envy, and anxious for the future of his invention, he resolved to go back to England; but at the entrance of the Weser he was stopped by a party of sailors, who got him imprisoned, and broke his *Pyroscaph* to pieces. An entire century passed away before new attempts prepared the introduction of steam into navigation.

III. The period from the year 1700 to 1800 was a great epoch of development in naval architecture, the size and number of war-vessels especially in England. At the death of George II., the Navy consisted of 412 ships, measuring 321,000 tons, and during the great French War, there were in commission from 100 to 106 ships of the line, from 130 to 160 frigates, and 200 sloops of war, besides smaller vessels, amounting to another 500, and measuring between 800,000 and 900,000 tons.

It may be just as well to state that it was only in the latter half of the eighteenth century that England became a great power. Until the year 1763 England was, in the scale of nations, a secondary power. The conquest of Canada and the establishments in India, and eminently her naval superiority, together with her colonies and her trade, raised her then to the first rank among the nations. She suffered a deep blow by the separation of the American colonies and the expenses of the war; but in 1792 she had re-attained the summit of internal prosperity and foreign ascendancy. The war against the French Revolution and Napoleon, then employed for twenty-three years all the resources of the kingdom, and exhausted them. The real property of the kingdom was mortgaged by and for the Government, and money was artificially lowered in value by paper as 4 to 1. Still England was great, and all greatness is costly.

In France, during this period, the Navy created under Louis XIV. declined. France had then to contend against all Europe, and was forced to lavish all her resources on her land army. Still, Brest, Toulon, and Rochefort were largely furnished with the means for constructing and arming ships of war, and Lorient, soon after, constructed for the French East India Company, was destined ultimately to form part of the Navy.

There is, no doubt, at the time in question, England dominated France. The French ministers, Dubois and Fleury, under the peace-at-any-price system, completely neglected the Navy rather than give umbrage to England.

Under Louis XIV. flourished the celebrated engineer Ollivier, and early in his career he was sent to England to observe the naval works of the foreigner for the benefit of his own country; but what was very remarkable, he found that here in England the qualities of the French ships were considered superior to those of our own. Two ships, built forty years before by the brothers Coulomb, and captured by the English, were considered by the latter such good sailers, that they took them for models on all occasions; and this preference continued to the end of the period. A writer in the *European Magazine*, in 1789, said that "a candid builder must admit that there was not a single improvement in English ship-building that did not come from France, and, in calling to mind the last wars, it was evident that every ship taken from the French was selected by the English officers in preference to those of the country."

The French, under the direction of Ollivier, had modified the bows of their vessels, hitherto fashioned with exaggerated prominence. Ollivier also directed his study to all the details of building and rigging; he traced excellent designs, remarkable for their completeness; but, unfortunately, died before their accomplishment, which, however, were worthily carried out by Groignard, the inheritor of his traditions.

If, during this period, events presented no glory to the French Navy, it is certain that it was progressing in a career in which, perhaps, it will always remain without a rival—in that of scientific application.

Up to that time, a ship's stability—the quality by which she rights herself incessantly, in spite of the inclinations caused by the waves—was a matter of chance, without any principles for its attainment. A vague idea existed of the advantage of ballasting ships, or stowing away in the bottom the heaviest portions of the cargo; they even had a notion of the great influence of width of beam on flotation; but that was all. If the ship, when built, was not considered sufficiently stable or "stiff," the defect was remedied by subsequently fixing a girdle of wood on her flanks, in order to give her the requisite width of beam. Bouguer was the first to demonstrate in a simple and clear manner the relation ex-

isting between the stability and the contours of a hull of a given volume; and his method has been improved and perfected by two eminent naval engineers of the present day, M. Charles Dupin and M. Reech, the director of the 'Ecole d'application du Génie Maritime,' and this method is now adopted by the shipwrights of all nations.

A few words respecting this stability or stiffness of ships may not be out of place. It may surprise the reader to hear that in this, as in many other things, the best may turn out to be the worst of results. It will be evidently dangerous for a ship not to be stable on the waves, but it will be much more dangerous if she is too stiff. Constantly subjected to the moving action of the waves and the winds, the ship, on one hand, is drawn incessantly from the perpendicular; on the other, she tends to right herself, however small her stability,—just like a plumb-line oscillating on either side of the vertical, when it is drawn therefrom,—and this is what is called the roll of the ship. Now, if a ship has a too decided tendency to regain the vertical—that is, if she is too stiff—the result is a most disagreeable amount of rocking for the passengers, and a pernicious strain on the masts and wood-work. Hence we see the great difficulty of giving to a ship the exact degree of stability which is desirable. The subject deserves all the attention of scientific men. The "Académie des Sciences" long ago proposed it to the learned, and it has formed part of the labours of the celebrated mathematicians Euler and Daniel Bernouilli, to whom we must add Groignard.

It was Sané who raised the construction of sailing ships to its last degree of perfection. He constructed under the name of 70, 80, and 118-gun ships, the typical plans of the ships which were henceforth to compose the fleet, and magnificent three-deckers which manœuvred like frigates. England is vastly indebted to him for some of the finest ships in the fleets of Nelson, preferred, as before stated, by our naval officers to any that could be built in England. It was, we believe, with reference to one of these magnificent three-deckers that the story is told of the enlargement of one of our docks for her reception as soon as she might be completed, commissioned, and captured.

(To be continued.)

THE OLD FORTY-SECOND, OR OGLETHORPE'S REGIMENT OF FOOT.

A MILITARY SKETCH OF THE LAST CENTURY.

In June 1737 "letters of service" were issued to James Edward Oglethorpe, Esq., Colonel in His Majesty's Army, authorizing him to raise and equip a corps of Infantry for service in the newly

founded Colony of Georgia, North America; which corps was further directed, by a subsequent order, to take rank in the Line as the *Forty-Second Regiment of Foot*.

By way of preface to the scanty details which comprise all the information we have been able to collect of the history and services of this brave old regiment, (for most of which, by the way, we are indebted to the recently published "*Life of Oglethorpe*," by Mr. R. Wright), it may be desirable to say a few words anent the Colony of Georgia itself.

The extensive country south of the River Savannah had long been a kind of debatable border-land between the possessions of Spain and England; the former claiming it as a donation from the Pope, the latter by right of discovery.

In 1732, funds had been raised for the formation of a colony in this region, to be called Georgia, and Parliament had voted the sum of £10,000 towards the undertaking. The money was to be placed in the hands of twenty-one trustees, of whom Mr. Oglethorpe, then M.P. for Haslemere, was one, and was to be employed in equipping and otherwise providing for such poor persons as should be selected to go out and begin the settlement. The land was formally ceded to England by the Indians, and the foundations of the future city of Savannah were laid on July 7th, 1738. But the increase in the Colony during the six ensuing years, and the threatening attitude assumed by Spain, had led the trustees to seek for additional aid from Government; an application which was met in part, by the offer of a regiment for the defence of the new settlement, the post of colonel being conferred on Mr. Oglethorpe. The regiment was to consist of six companies of one hundred men each, to which a grenadier company was afterwards added.

The battalion, according to contemporaneous reports, was raised very soon, because, we are told, Colonel Oglethorpe disdained to make a market of the service of his country by selling commissions, but got those officers appointed who were gentlemen of character and family in their respective counties. He likewise engaged twenty young gentlemen of no fortune to serve as cadets, whom he afterwards advanced by degrees as vacancies occurred; and to each cadet he presented upon his promotion a sum sufficient to provide him with whatever was requisite for his appearance as an officer.

He also carried with him forty supernumeraries at his own expense, "a circumstance very extraordinary in our armies, especially in our plantations."

Among the supernumeraries was an officer who held the rank of "regimental advocate," a post which we surmise was probably suggested by the "regiment's auditor" attached to each battalion of the Austrian Imperial army, with which Oglethorpe himself had served as a volunteer in the days of Prince Eugene.

In order to excite among the men a personal interest in the province which they had enlisted to defend, and to induce them

eventually to settle therein, every man was permitted to take out a wife, for whose support extra pay and rations were allowed.

A portion of the regiment sailed under the command of Lieut.-Colonel Cochrane, and reached Charleston early in 1738, whence they marched overland to Savannah. The remainder of the regiment under Colonel Oglethorpe, amounting to six hundred men, women and children, embarked at Portsmouth on July 5th, 1738, in five transports, under convoy of the Blandford and Hector men-of-war, and reached St. Simons on the 18th of the September following. The voyage was not without its troubles. In a letter from Plymouth, dated on board the Blandford, Oglethorpe writes thus :—

“We have discovered that one of our soldiers hath been in the Spanish service, and that he hath strove to induce several men to desert with him on their arrival in Georgia . . . Two of the gang have confessed and accused him, but we cannot discover the rest. The fellow has plenty of money, and he said he was to have sixty or one hundred crowns, according to the number of men he carried. He is very obstinate, refusing to give up the names of his correspondents. We shall not try him till we get to Georgia, as we hope to make more discoveries.” And in another letter, dated Frederica, October, 1735, he says : “We have discovered some of our men who listed themselves, as spies. We took from one of them his furlough from the Duke of Berwick’s Regiment of the Irish brigade.* They strove to persuade some of our men to betray a post to the Spaniards, who instead of complying, discovered their intentions. I have ordered a general court-martial . . . One is a Roman Catholic, and denies that the King has any authority over him.” These men were flogged and drummed out, an unwisely lenient sentence, as it eventually proved.† The exigencies of a distant command in these days, in good truth, needed a stern code of discipline.

A short time after we find Colonel Oglethorpe again writing thus : “The soldiers who came from Gibraltar (independant companies)‡ have mutinied. The king gave them provisions and pay at Gibraltar. He gave them but six months’ provisions here, after which they were to live on their pay. On the expiration of their provisions, they demanded a continuance of them, and not being able to comply with their demands, they took up arms. One of them fired at me. After a short skirmish we got the better of them. One officer was slightly, and one of the mutineers dangerously wounded. Five are secured as prisoners to be tried by court-martial. We have strong reasons to suspect our neighbours have tampered with them.”

* The 109th of the old French Line.

† Shannon, the chief ringleader, wandered about for some years, endeavouring to tamper with the Indians. He was eventually tried and executed for a murder.

‡ Some independant companies had been sent to garrison the colony, pending the arrival of Oglethorpe’s Regiment.

But save in the exceptional instances first mentioned, and despite the untiring intrigues of the Spaniards, the conduct of the men of Oglethorpe's Regiment would appear to have been very good. That of some of the officers was not as satisfactory, notwithstanding the care taken by the Colonel in his selection.

Service in a newly settled colony, destitute of the occasional relaxations of general society, is seldom conducive to regimental harmony, and bearing in mind the prevailing habits of the army at this period, we perhaps cannot wonder that numerous misunderstandings, resulting in more than one court-martial, should have occurred soon after the arrival of the corps at its destined station. Of these, however, it is unnecessary to speak; we must turn our attention to the active operations which soon fell to its lot.

The regiment on its arrival had been broken up in detachments, stationed at the various frontier forts, and on the islands, where they still remained when war was formally proclaimed against Florida on October 3rd, 1739.

The British trade with America had for years suffered much loss and annoyance from the Spanish "*guarda costas*," which under frivolous pretences seized our merchant vessels, and carried them into their ports, where they were invariably confiscated and their crews treated with great cruelty. By a convention signed at Pardo in January, 1739, Spain had agreed to pay a sum of money by way of compensation to British subjects for those losses; the non-payment of which within the stipulated period, had led to a declaration of war. Admiral Haddock, with a powerful fleet, was accordingly sent to the coast of Spain; Vernon was appointed to a squadron in the West Indies, and Oglethorpe was ordered forthwith to annoy the Spanish settlement in the Floridas.

Operations commenced by a secret attack by the Spaniards on the Island of Amelia, in which they murdered two Highland Rangers who had gone into the woods unarmed, barbarously mangling their bodies, and retreating to their boats in precipitation on the appearance of the English guard.

By way of retaliation, Oglethorpe, with a strong detachment of the 42nd, some gentlemen-cadets, a company of Mounted Highlanders (!), and some Indians and boatmen, proceeded to the St. John and destroyed all the boats he could find, landing afterwards and proceeding a day's march in the direction of St. Augustine, the chief Spanish post. Having reconnoitred as far as he deemed it prudent, he retired to St. George's Island, from whence he despatched Lieut. Dunbar with forty men and ten Indians to examine the forts further up the river, and to destroy all the boats they could, so as to prevent the Spaniards crossing over into Georgia.

His despatches to the Secretary of State at this period give us some insight to the cost of these operations. He explains that regular infantry are insufficient for this sort of warfare, hence he has been obliged to summon some war parties of friendly Indians.

But inasmuch as the latter would lose their hunting and planting seasons, it would be necessary to give them food, arms, &c., and some clothing, which they would otherwise buy out of the proceeds of their hunting expeditions. He averages the amount required at £7 for each "brave" for four months.

The communications between the islands and with the mainland, he explains, necessitate the employment of armed boats; these he had equipped in the cheapest manner, by hiring just enough boatmen to navigate them, the rest of the men required for them being soldiers, who were granted free rations for the days they were on board.

A "periagua"* belonging to the Colony was thus fitted with four swivel guns, and carried twenty rowers and twenty more soldiers; her expense standing in the wages of a commander, a padrone, and six boatmen, the rest of the forty being soldiers, of whom those who took their turn at the oars only received free rations in addition to their pay.

The town of Frederica he proposes to fortify with a half hexagon or Vauban's system, having two bastions, two half bastions, and towers on their points. The walls to be of earth, faced with timber ten feet high in the lowest, and thirteen feet in the highest place, the timber eight to twelve inches in thickness; a wet ditch ten feet wide to surround the work; for which he allows three months' labour and an outlay of £500. Other small forts are to cost £100 and upwards each; and a field officer of the 42nd, acting as chief engineer, receives 15s. a-day extra pay while so employed.

But we must revert to the operations in the field.

In January 1740 a detachment of the regiment, with the Highland Rangers, some Indians, and a few pieces of artillery, attacked and burnt Piccolata, and captured the Fort of St. Francis, which had hitherto afforded a readily reached asylum to runaway slaves from Carolina.† Shortly after, instructions for an immediate attack on Florida being received from home, and the Carolinian Legislative Assembly having promised the assistance of a regiment of volunteers and an armed schooner, the forces destined for the enterprise assembled at St. George's Island, at the mouth of the St. Johns, on May 9th. They consisted of four hundred rank and file of the 42nd Regiment, some independent companies of horse and foot, which had been raised in Georgia, and a strong body of Indians. Next day Oglethorpe with these troops landed on the Florida bank of the river, and encamped the same night at

* Periagua, a flat bottomed boat of about 40 tons, with poop and fore-castle, but no intermediate deck, impelled by oars, but carrying as well two small masts, schooner-rigged, which could be struck when necessary.

† Slaves been prohibited in Georgia on account of its proximity to the Spanish settlement, which offered an asylum to all fugitive slaves. The Spaniards had a black regiment, officers and soldiers alike Negroes, receiving the same rates of pay as European troops.

Lacamela, half way to St. Augustine, sending forward a detachment of Indians and light troops to invest Fort Diego, which ultimately surrendered, and in which he posted a detachment to cover his retreat in case of misadventure before St. Augustine, and to keep open the communication with Georgia. After a few more unimportant movements he formed a camp on the Florida shore, to await the arrival of the troops from Carolina. In the meantime, however, he learned to his chagrin that six Spanish galleys and two sloops, with two hundred men and an ample supply of stores, had succeeded in making their way into St. Augustine.

The city of St. Augustine was strongly fortified, and possessed a garrison of two thousand men and a strong force of artillery. Oglethorpe could not enter on a regular siege, having neither a sufficient number of troops to invest the place, pioneers, nor other means of carrying on the approaches; and any attempt to take it by a *coup de main* from the land side, must not only be unsuccessful, but cause heavy loss, unless a simultaneous attack could be made on the water side. It was accordingly determined that when the men-of-war with the reinforcements arrived off the bar of the north channel, Oglethorpe should march to St. Augustine with his whole force, and give notice by a preconcerted signal that he was ready for the attack, which was to be answered from the shipping. He marched accordingly, destroying Fort Moosa *en route*, and as soon as his arrangements were completed, made the signal agreed on, but to his utter surprise had no countersign from the fleet, the Commodore considering the plan, as he afterwards stated, unfeasible. Disappointed in this project, Oglethorpe next essayed to reduce the town by bombardment, by carrying the Island of Anastasia by storm, and constructing batteries thereon.

But although the fire opened vigorously, and was returned with equal spirit by the fort and gallees for several days, little harm was done on either side. The Commodore had meanwhile ordered off the man-of-war which had been hitherto stationed outside the bar of Matanzas Sound, in consequence of which several sloops from Havannah with provisions, and a large reinforcement of troops got into St. Augustine, and all hopes of reducing the garrison by starvation (they had run short of provisions) were at an end. As a last resort it was determined that the men-of-war boats and the colonial sloops, with the Carolina Volunteers, were to attack the half gallees in harbour, while Oglethorpe with the troops made a simultaneous attack on the land side. Six and thirty cohorns were brought up, and fascines, ladders, &c., in abundance provided for the assault. Instead, however, of the signal he anxiously looked for, Oglethorpe received notice from the commodore that "the hurricane season being at hand, it was deemed imprudent to hazard His Majesty's ships by remaining longer on the coast."

After the departure of the fleet, the Carolina Volunteers, who had long been in a turbulent, disobedient state, became more trouble-

some than ever. They rendered little or no service, and many deserted. The brunt of the work consequently fell on the 42nd and the independent companies, who were now so enfeebled by fatigue and the heat of the climate, that nothing remained to be done but to effect a safe retreat. The artillery and stores having been embarked and safe out of the harbour, and the Carolina Corps having already taken their departure, the 42nd and the Independents, after repulsing a vigorous *sortie* of 500 Spaniards at the point of the bayonet, started with drums beating and colours flying on their homeward march, which they concluded in safety.

During the next two years the services of the regiment were chiefly put in requisition as Marines; in which duties, however, they were constantly engaged with the enemy.

Thus, on the 16th August 1740, it being reported that a large vessel lay at anchor off Jekyll Sound, evidently with hostile intent, the guard-sloop and two other small vessels, with a strong detachment of the 42nd on board, started in pursuit. Before they got down to the bar a storm arose, and when it was over, the vessel was out of sight. They then set sail for Florida, and by daybreak on the 21st, discovered a ship and sloop at anchor five leagues distant. It being a dead calm the boats were ordered out to tow. By noon they came up with the enemy, who opened fire, which was so promptly returned that the Spaniard weighed anchor and ran over the bar. The English kept up the engagement for more than an hour, but were unable to board. The Spaniards now thought it time to make for the town, and six half galleys came out and covered their retreat. The English anchored in sight of St. Augustine's that night, proceeded next day as far as Matanzas; finding no shipping there, returned again and cruised off the bar of St. Augustine's for several days, and having thus alarmed the whole coast of Florida, returned to Frederica.

Again, in January 1742, we read:—The Spaniards had fitted up a sloop taken from the English and made her a privateer. She had been dispatched to Hispaniola for provisions and clothing, of which the garrison of St. Augustine stood in great need, and, on the 29th, had again arrived off the bar of the latter port. The Governor* sent out the half galleys, with two hundred men, to convoy her in, but the weather blowing fresh, the galleys had to run over the bar, and a pilot was left on board to bring the sloop over at high water. Meantime, great rejoicings were made by the Spaniards, the guns being fired and parties being sent out into the woods to collect materials for bonfires; these were immediately attacked by a party of Creek Indians, who killed several, and brought back five as prisoners to Frederica. While these events were falling out on shore, the Georgian guard-sloop, with a party of the 42nd regiment on board, came up with the Spanish sloop before there was enough water over

* Oglethorpe held a Commission of Governor of Georgia, and the local rank of Brigadier-General commanding the troops in Georgia and Carolina.

the bar for her to cross, carried her by boarding, and brought her off in triumph to Frederica.

Later in the year, the Spanish forces at St. Augustine received extensive augmentations from Cuba, and an invasion of the English possessions appeared imminent. Nor was it long before these forebodings were verified.

On the 22nd of June, Oglethorpe received advices from Captain Dunbar, who lay with the guard schooner near Fort William, that fourteen Spanish vessels had attempted to come in there, and being driven out by the guns of the fort, had entered Cumberland Sound. He accordingly dispatched thither the Grenadier company of the 42nd under Captain Horton, and some Indians, who reached the island in safety. He himself soon afterwards followed with a detachment of his regiment in three boats. On entering the Sound they were attacked by the enemy. Two of the boats succeeded in fighting their way through the whole Spanish fleet, and, by taking advantage of the smoke to leeward, in making good their landing, while the Spaniards suffered so severely that four of their vessels subsequently foundered on the way to St. Augustine's for repair. Major Heron, who commanded at Frederica, and watched the engagement from the masthead of a vessel, concluded the General was lost, and sent expresses to Carolina for immediate assistance. Next day, however, to the great joy of the people, Oglethorpe returned in his schooner, having withdrawn the garrison from Fort St. Andrew, and reinforced Fort William. An embargo was laid on all vessels in port to assist in the defence, the detachments at the outpost were recalled, and additional companies of rangers formed. On the 28th, the Spanish fleet anchored off St. Simon's, but were unable to cross it, or to land any men for several days. The vessels in harbour were ranged as follows. The *Success*, an English merchantman mounting twenty guns, reinforced by one hundred men of the 42nd, and having springs on her cables in the centre, Oglethorpe's own schooner of fourteen guns and eighty men on the larboard bow of the *Success*, and on her larboard quarter, the *St. Philip*, fourteen guns and eighty men, and eight York sloops, close in shore, with one man on board each, to sink or run them ashore in case of being overpowered. On the 5th of July, with a favourable wind and spring tide, thirty-six Spanish vessels ran into St. Simon's, and were received with a brisk fire from the batteries and shipping. Twice they attempted to board the *Success* in vain, and after an engagement of four hours, in which they lost twenty men, they withdrew, and proceeded up the river to Frederica. Oglethorpe then ordered the soldiers ashore, and directed the vessels to make the best of their way to Charleston, which they reached in safety.

A council of war having been held, it was now resolved to destroy the works and stores at St. Simon's, and retire on Frederica, so as to be ready to defend the port before the Spaniards could reach it. Proceeding accordingly, they arrived at Frederica the same evening,

while the invaders encamped in a dry marsh near the village of St. Simon's. Five Spanish prisoners who were brought in by the Indians reported that the Spanish forces exceeded five thousand men, and that they had been ordered to give "no quarter, so as to terrify the English from any future thoughts of resettling." The following day, several detachments of Spaniards attempted to pierce through the woods investing the fort, but were repulsed by the Indians. On the 7th, an Indian scout reported the vanguard of the Spanish army within two miles of the town. Oglethorpe, wishing to encounter them in the wood before they could form on the open ground, started off at the head of the rangers and Indians, directing four platoons of his regiment to follow, and charged and routed the leading detachment of the Spaniards, taking two prisoners with his own hand. He pursued them for more than a mile, and then halted for the regulars to come up. These, with the Highlanders, he placed in ambuscade, in a wood fronting the plain through which the approaching army must pass; and hither, shortly afterwards, three hundred Spanish troops, with some Indians and negroes, advanced with shouts and drums beating, halted, piled arms, and lit fires, within one hundred paces of the ambuscade. While preparing their kettles for cooking, a horse took fright and began to snort, which caused an alarm, and the invaders ran to their arms, but were shot down in such numbers by their invisible opponents, that after repeated attempts to form, in which they lost all their officers, they decamped, leaving their equipage on the ground. Oglethorpe now came up in person, with some fresh platoons of the regiment, and marched on to a causeway which led over a marsh within two miles of the Spanish encampment, a movement which enabled him to intercept the fugitives. Here he passed the night, and learnt from his scouts the following morning that the Spaniards had retired, and were entrenching themselves in the ruins of St. Simon's. Judging it imprudent to attack them here, he returned to Frederica.

The Spanish commander, feeling convinced that it was useless to attempt to reach Frederica by land, now changed his tactics, and proceeded with his galleys up the river; but Oglethorpe, forewarned of this manœuvre, had concealed a number of Indians along the banks, by whom every effort at landing was frustrated, and when the galleys came within gunshot of the town, the cannon of the fort opened so warmly on them that they were forced to retire to their ships, hotly pursued by the garrison in a flotilla of row-boats. Some prisoners brought in at the time, reported that the Spaniards, not having anticipated so desperate a resistance, were much disheartened. The Indian scouts so plagued them night and day that they were afraid to venture out of their trenches. Oglethorpe therefore considered that now was the time to beat up their quarters. Marching from Frederica with the largest force he could collect, he halted within a mile of the enemy, and was about to re-

connoitre, when the plan was betrayed by a Frenchman who deserted to the enemy pursued by the Indians, who were, however, unable to overtake him, and the troops were compelled to retire in haste on Frederica.

Several days now passed in the vain hope of the arrival of some vessels of war from Charleston, when, unexpectedly, on the night of the 14th, the Spaniards, having burnt the barracks at St. Simon's, re-embarked so precipitately that they left their heavy guns, a considerable quantity of ammunition, provisions, &c., behind them, and those dead of their wounds unburied. At daybreak on the 15th, the large vessels, with the Cuban forces aboard, proceeded to sea; the smaller craft, with the troops for St. Augustine's, taking the inner passage, encamped at St. Andrew's for the night, but noticing some English boats and fearing they had landed some parties of Indians, they set sail again at daylight in great haste.

Two days after, twenty-eight vessels appeared off Fort William, of which fifteen entered the harbour and demanded the surrender of the garrison. But a brave young officer, who held the post with sixty men—Ensign Stuart, of Oglethorpe's regiment—replied that "neither would he give it up, nor could they take it!" Several men attempted to land, but were repulsed by some of the Rangers, who had arrived by a forced march. The galleys and other vessels then vainly endeavoured to batter the fort, but a few 18-pounders, posted on the ramparts, so disabled two of their number that the enemy had to abandon them. After an assault of three hours, the Spaniards, discovering the approach of the General with a further reinforcement, withdrew, and set out for St. Augustine's.

Oglethorpe, next day, sent the Rangers in boats as far as the St. John's river, and the men, on their return, reported that the enemy had withdrawn into their own territory. Thus ended the invasion of Georgia, in which some seven thousand of the best troops of His Catholic Majesty—under a commander bold and skilful, as Don Manuel de Montiana, is allowed to have been—well equipped, with a powerful train of artillery, and sworn to exterminate "los Inglesos," giving no quarter,—were foiled by the resolute front shown by seven hundred British troops, and about one hundred Indians. Georgia was preserved, and Carolina saved from the horrors of a servile war.

The Spaniards did not, however, cease from troubling the young colony, for in November we hear of their having opened a passage into the upper settlement, across the northern branch of the Altamaha, and ceaselessly intriguing to turn the Indian tribes from their allegiance; promising one hundred pieces of eight for each English prisoner, half the like sum for every English scalp.

A letter of Oglethorpe's, dated "Camp on the River St. John, 12th March, 1743," describes the next important operation.

"I prevailed with the Creeks to send a large party of their warriors to join me. The Spaniards at St. Augustine's were so

strengthened by the troops left them after the invasion of Georgia, that they repulsed all the Indians I could send against them. I also had intelligence of a strong body of men marching towards the River St. Mattheo (St. John's). As I concluded this was to enlarge their quarters ready for the reception of the vast body of troops they expect in the spring from Havannah, and with which they propose to invade all North America, and to begin with the conquest of Georgia and Carolina. I therefore thought the best measure I could take was to oppose them in time, and myself in person to lead the Indians, and dispute the field before the arrival of the troops from Cuba.

"I, therefore, with detachments of the Highland Company of the rangers, and of my regiment, landed in the night in Florida, and had such success that the Indians advanced undiscovered, attacked the Spaniards, and killed forty of them, one only of our party being killed. They would give no prisoner quarter, so I have no intelligence. I march to-morrow, and trust . . . I shall force the Spaniards back to the shelter of the town . . ."

On the 21st he writes again. "The Spaniards have quitted the field and are retired into St. Augustine. The troops made a very extraordinary march in four days of ninety-six miles, for so it is from this place to St. Augustine's and back again; and this we performed without leaving one sick man behind us, and the whole party in health and strength.

"I did all I could to draw them into action, and having posted the grenadiers and some troops in ambuscade, advanced myself with a very few men in sight of the town, intending to skirmish and retire, in order to draw them into the ambuscade, but they were so meek that there was no provoking them. The Indians advanced so nimbly as to get up with a party of the enemy, of whom they killed forty under the cannon of the town."

The troops were now stationed in strong posts of observation along the river, and the colonial schooner cruised along the coast, occasionally engaging the Spanish guard-boats.

No movements were, however, made on the part of the Spaniards; and, in April, Oglethorpe returned to Frederica, which he quitted not long afterwards for England, leaving the command of the troops to Major Horton of the 42nd.

This officer kept the Indians staunch by giving them constant employment in Florida, and by carrying out his predecessor's instructions as to the employment of the rangers and Indians, appears to have successfully held the Spaniards at bay, inasmuch that they never ventured to attempt a second invasion of Georgia.

After the peace with Spain the greater part of the regiment was disbanded. Many of the soldiers accepted the encouragement offered them by Government to remain in the province, and not a few of the officers likewise settled there. The remainder were transferred to other corps, and the 43rd, or Lord George Murray's

Highland Foot, which had been raised in independent companies in 1739, and numbered as the 43rd in 1743, became the 42nd Regiment in its stead.

We have thus endeavoured, in the spirit of the old motto, "*pristinæ virtutis memor*," briefly to record the services, by sea and land, of this gallant old corps, the first complete regiment which set foot on the shores of the American continent.

General Oglethorpe is always referred to by American writers in terms of the warmest regard and gratitude. His memory, Mr. Wright tells us, "is still honoured throughout North America. In Georgia, a city and a county perpetuate his name." It would be interesting to learn if any relics are there preserved of the corps which, under his command, thus contributed so materially to the establishment and security of the British settlements in the Far West.

THE NON-PIVOT SYSTEM OF CAVALRY DRILL.

Such is the title which Colonel Baker has given to the small book descriptive of the "general principles" and great advantages to be gained should the cavalry be worked in the manner he proposes. In the preface he simply states that the book has been only printed "in order to shew those who are conversant with the present system that all the manœuvres laid down in the Cavalry Regulations can be performed and simplified by the non-pivot principle." In order that a just comparison may be made, he has adhered to the same classification as there is in the present Cavalry Regulations, adding "but it will be evident to any one, after becoming acquainted with the non-pivot drill, that many movements not contemplated as possible under existing rules can be easily executed."

As it is rumoured, we are about to be favoured with a new manual on Cavalry drill, in which there will be several alterations, it may be a fitting opportunity now to direct attention to those portions of the non-pivot drill which appear decidedly preferable to the system as practised at present, not alone for their simplicity, but also for rapidity and correctness in their execution.

The proposed new drill is specially remarkable in its being based on the entire abolition of pivot and reverse flanks, and the reader, in order to understand properly the principles, must divest his mind entirely from these hitherto necessary cavalry drill accompaniments. When in line, the squadrons number from their present right, if in column, they number from the head of the column. Each squadron is to be composed of three or four divisions of twelve, and these are named from their position in line or column in a similar manner to the squadrons. Each division must have twelve files in its front rank, the rear rank being less than that is

of no consequence, so long as the flanks of the divisions are covered. There is a leader to each division, whose place is in the centre of, and half a horse's length in advance of its front rank. In column of divisions the leaders of the front divisions of the rear squadrons are answerable for their squadron intervals, and in line, the second division leader of each squadron is answerable for its interval and alignment. The squadron leader has no specified place, so long as he posts himself at the point in front, or in flank of his squadron, where he can best direct it, and assist his commanding officer.

Squadron markers are dispensed with; the squadron leader, on all occasions, takes up the ground for his squadron to form upon, or places himself at the point where it has to wheel. A spare marker is told off to assist the regimental marker, and these two, with the adjutant, are all that is necessary, unless when marching past, when two squadron serrefiles are told off to mark the points A and D on the passing line. There are a few alterations in parade movements, the principal being, that when "marching past by squadrons," the command is "divisions right wheel," instead of "fours right," and "left wheel into line," instead of "front," and when they arrive at D, "divisions left wheel," instead of "troops left wheel." When ranking past by single files, each division ranks off in succession from its right flank, followed by its rear rank. Sections rank past as at present, and should the rear rank be incomplete, it is told off by "fours" separately. When the regiment trots past by squadrons, they retire from D in the same manner as when they marched past.

It will therefore be perceived that a column can wheel into line to either flank, form to the front or rear, or on the left or right of its leading or rear division or squadron. Close column is also discontinued, and quarter distance substituted; so a column of squadrons at that interval can "change front to the rear" by merely wheeling about its divisions. What an advantage the non-pivot system here possesses! At present, the right troops are put about by "fours," and advance a certain distance, when they are halted. The commanding officer then gives the word "leading troops right about wheel," "march," and when the two columns have changed ground respectively, he gives the command "halt." The right troops are then fronted, and when some trouble in dressing the squadrons is over, the movement is completed, after taking five minutes to do what is performed more effectually by the "wheel about of divisions" in one-tenth of the time.

Although Colonel Baker has, in deference to the regulations and for comparison with that authority, only shewn how a regiment of three squadrons should be worked, yet as all cavalry corps now consist of eight troops,—fifty horses in each—I may be permitted to speak of the different manœuvres as if performed by four squadrons. When a squadron consists of more than thirty-six files complete, it is formed into four divisions of twelve in the front rank, and as

this does not interfere so much with the telling off of the troops, it is far the preferable, as a left troop of eighteen files would require, when telling off by fours from the inward flank, for the two right flank men to commence as Nos. 3 and 4. Non-commissioned officers are placed on the outer flanks of divisions, and also at Nos. 6 and 7 from the inward flanks. When the squadron is formed, it numbers off by twelves from the right. Flanks of divisions are therefore Nos. 1 and 12, and the flanks of sub-divisions Nos. 1, 6, 7, and 12. There is little change in the distances, either when at order, or in line. Serrefiles do not come round to the front when open order is taken, they remain in their places behind the rear rank, reining back to a horse's length interval, and resume their proper distance—half a horse's length—when the ranks are closed.

Commencing with the movements in the order they are in the drill book, the first, "change front half right," is done precisely the same by divisions as by troops. No. 2, "change front to the right," can be executed in a similar manner, by an echelon movement, but the quicker and consequently the better way, is to "advance in column of divisions from the right," and then wheel into line to that hand. As celerity in execution is of great moment in the movements of cavalry, the advantage of the non-pivot over the pivot system is here again strongly exemplified. No. 3, "change front half right back." Here instead of an echelon movement by troops, rear rank leading, the whole of the squadrons go "fours left," and the heads of all the divisions retire to their left, except the base division, which, wheeling half-right, gets into the new direction, and when in its proper position in the new line, halts and fronts. The others, led by their division leaders, enter into the new line where the right flank will rest and halt and front in succession. This is far preferable to the present practice when going "fours about," the men have their backs to the enemy. No. 4, "change front right back." This movement by the non-pivot principle is performed simply and quickly, by "retiring in column of divisions from the right," and then "right wheel into line." Here again the movement is expeditiously done, and a person must be extremely dull in the comprehension, or greatly bigotted in opinion, who cannot perceive the immense superiority of the new system over the old, if only in the movements, "charge front right (or left back." By the former, one word of command puts the whole line in motion, when it proceeds direct to the ground which it has to occupy, and then a second word of command "left wheel into line," completes the manœuvre. The latter plan is to put the troops "fours about," "troops half right," followed by forward," "right," "forward," "halt," "front," "dress up." But the unfavourable comparison does not end here. There is another and a more important consideration. Any cavalry officer is aware of the advantage he would have could he pounce upon the enemy's cavalry in

the midst of an echellon movement. The danger would be equally great for himself should the enemy manage to attack his cavalry while executing a similar manœuvre. Then if we suppose when this movement by echellon of troops was but half completed, that the enemy should fall upon the right rear of the retiring troops nothing short of a miracle could save the whole, for those in rear would be driven on the top of the partly formed line, which being hampered by its own men, would be unable to act either on the offensive or defensive, before its ruin would be completed. On the other hand, we can imagine the enemy to take the left rear or any portion of a column of divisions retiring from the right; yet from whatever point he made the attack he would be promptly met. If it was the rear of the column, the divisions which had not gone into the new direction, would simply wheel about and meet him, while those on the new alignment (or any part of them,) could wheel into line to the right and advance, either as a support, or to renew an attack. If it was the right rear, or the front, or the right or left of the front, which was threatened, corresponding movements on our part could be as easily made to meet the attack. Therefore we can perceive that while the one method is particularly dangerous, the other is remarkable for the safety in which the manœuvre may be completed.

Nos. 5 and 6, "change front half right," and "to the right on the second squadron," are simply compounds of the movements already mentioned, the divisions to the left of the base partly wheel to the right, and move by echellon up in line. Those on the right of the base division go "fours left," and wheeling again to the left, retire, and each enters its place in the new line where its right flank would rest, halting and dressing up in succession.

The changes of position to the right in Nos. 7 and 8 are better executed by divisions than by fours, and "are applicable where the ground is broken or intersected, and where the new position will out-flank the old one." The movements from 9 to 15 are done as at present. No. 16 is "unnecessary, as the movements may be executed by wheeling the divisions about." No. 17 is likewise unnecessary, as inversion cannot exist. No. 18, "advance in echellon from the right." This is done precisely as at present, but in the retreat by echellon, each squadron is put about by divisions, in order to have the officers always in front of their men, an advantage which everyone will perceive. If, after an advance in direct echellon, "line to the front on the rear squadron" was ordered, the advanced squadrons would retire by the wheel about of divisions, and the whole move into line on the squadron named. In such cases should a squadron leader have too much interval—not an unlikely occurrence—he need not incline at all, for by wheeling his divisions towards the base, he would at once recover his distance, and should he have too little, by wheeling his divisions from the base, he would attain his object equally as well, if not better

than by inclining. No. 19, "retire by alternate squadrons." As even numbers always retire first, Nos. 2 and 4 would go to the rear by the wheel about of divisions and front in the same manner, when the advanced squadrons would retire and front in a similar way, and so on in succession. By either the non-pivot, or the pivot system, either flank may be thrown back, and the direction of the line changed if necessary, but it is only in the power of the first named to form when in two lines a double front towards the enemy. Let us imagine the case of a body of our cavalry hard pressed by the enemy being obliged to retire, to a stronger position, by alternate squadrons covered by skirmishers, and that when executing the manœuvre, another part of the enemy should appear on our flank—say the left—and threaten it. In such an event the non-pivot system would allow of one or both of the retired squadrons being wheeled to the left, and brought up at right angles to the advanced squadrons, in order to check the movement of the enemy, while the pivot system could only permit the left of the two advanced squadrons to go "fours about," "right wheel," "halt," and "front," to meet the threatened attack, to perform which a decidedly dangerous movement would have to be performed, that of going about, while the advanced line was proportionally weakened. Nos. 20 and 21. The passage of lines to the front and rear. These are always better executed by divisions than by fours, for the excellent reason, that ground can then be taken to either flank without halting and fronting, and being a saving of time, that alone makes it a matter of essential importance in cavalry manœuvres.

In the movements—six in number—from "quarter-distance column," they can all be done as is laid down in the "regulations," i.e. by "fours" but much better by divisions. No. 1, "deploy on the first squadron can perfectly and easily be performed by wheeling the divisions of the rear-squadrons to the left, and then up into line in succession. No. 2, is unnecessary, as the command can be given "deploy on the right of the first squadron." Should it be necessary to deploy on a centre squadron, the several squadrons in front or in rear of the one named would wheel by divisions outwards, those in front to the right, and those in rear to the left. No. 3, "form line to the left on the fourth squadron." This is performed by the front squadrons advancing and wheeling into line in succession, as is laid down in the regulations. In my opinion, however, the movement would not only be accelerated but be more correctly done, were the divisions of each squadron in succession as they got their distance to wheel to their left, and then front form on the right of its leading division. For instance, on the word of command. "Form line to the left on the second squadron," that squadron would wheel its divisions to the left, the rear divisions receiving the command to form line on the left of the leading division. The third and fourth squadrons would go about by divisions, and as each got

their interval wheel by divisions to the right, and form line to the front. The first squadron would advance twelve yards, and then wheeling by divisions to the left, form line on the right of the leading division. No. 4, done as at present. Many are of opinion that the command "right (or left) shoulders" is far preferable to the command "change front to the right" (or left), which is a very slow process. Nos. 5 and 6 are unnecessary, as the same result is obtained by simply wheeling the divisions about.

In movements from open column, the old axiom that "all movements are made to the pivot hand, except "line to the rear on the leading troop" becomes obsolete, as in fact the non-pivot drill entirely throws the pivot drill into the shade. Inverted lines, these manœuvres of contradictions and bug-bears of markers are entirely done away with by Colonel Baker's plain and easy system, which, when thoroughly adopted by our service, will doubtless bring the cavalry forward again to the prominent position it should always hold in connection with artillery and infantry. No. 1 is disposed of by the commanding officers' word of command, "left wheel into line." No. 2, "form line to the front" is as easily executed. No. 3, "line to the front on the rear troop is far more satisfactorily performed by divisions going three-quarters right about wheel," and going steadily to the rear in echelon; each division leading to the outer flank of the position which it will occupy in line, when it goes forward, until clear of the division already formed, then "right about wheel," "forward," "halt," "dress up," brings it cleverly up in its place. Let us compare the two and see the contrast. By the pivot system, the words of command to all but the rear troop are "troops half left," "halt," "fours about," "forward," "right," "forward," "halt," "front," "dress up." Surely here the simplicity and celerity of the new system is apparent. The words of command are so much easier to comprehend also, in this case they are "line on the right of the rear division," when all the division and squadron leaders will know that their commands must be to wheel in the same direction, viz., to the right, and *vice versa* if line was to be formed on the left of the rear division; a movement, by-the-bye, that could not be attempted in the pivot drill.

Again, the commanding officer can simplify this movement by giving all the words of command himself, as for example, "divisions right (or left) about wheel," "forward," "leading divisions change direction left (or right)" and "wheel into line." Then how perfectly available for an emergency are the divisions kept. It appears next to an impossibility for a commanding officer to have his regiment in confusion, he must always have it in hand. Even when retiring in echelon to execute this movement, was the enemy to threaten the extreme right of the line as it retreated, the command "right wing divisions three-quarters left about wheel," followed by "line on the right (or left) of the leading division"

would place the advanced wing in a posture for defence, while the left wing, having finished its formation, could advance at once in support. No. 4 "form line to the front on the second squadron" is a combination of Nos. 2 and 3; Nos. 5, 6 and 7 are unnecessary, as in No. 5 by changing the direction of the head of the column and wheeling into line, the movement is at once completed. In No. 6 the divisions have only to be wheeled about and line formed to the front as in No. 2, or wheeled about, and the direction of the head of the column changed to either hand, and then wheeled into line. No. 7 is dispensed with by wheeling the divisions about and making the formation as in No. 4. Nos. 8 and 9 when a column has changed its direction line to its former front, or to its former rear has to be formed, the same drill is adhered to as laid down in the Regulations. No. 10 "unnecessary as there is no reverse flank. This movement is executed by 'right wheel into line.'" No. 11 unnecessary for the same reason. No. 12, No. 2 provides for this movement. No. 13, "unnecessary as 'left wheel into line' executes the movement." No. 14, unnecessary there being no object for the movement when inversion ceases to exist. No. 15, "form quarter distance column on the left of leading division," as done by troops, with this advantage, that the formation can be made to either hand. No. 16, (from double column) form line to the front, likewise as done by troops, but the non-pivot system allows of a combination of different manœuvres from the close column, which could never be attempted in the present system. For example, a regiment in line could not well retire in double column from the centre, and then from the double column reform line to its original front without a dislocation of its parts, or a reversion of its former movements. In the first place the rear rank would be leading, and secondly, the centre squadrons would be in front, and the flank squadrons behind. If the enemy was close and threatening to attack, the only methods for defence by the pivot system would be either to form line to the rear and then front, or front first, and wheeling the heads of wings outwards, proceed in opposite directions (with the flanks of troops exposed) until able to wheel into line and regain the first formation. By the non-pivot method, the divisions would simply require to wheel outwards and front form, when the regiment would be ready either to resist or make an attack.

No 17, (from double column) "form line to the right." There is no alteration here except that the third squadron would not wheel until the fourth had cleared the flank of the line already formed, when both squadrons would wheel to the right together and up in line. The third squadron would now be the fourth, and the fourth the third. The advantage of moving and wheeling the wing together needs no description.

There are four extra and useful movements which may be executed by the non-pivot system, and give additional power. The first

shows how from open column of divisions quarter distance column may be formed to the right or left by the commanding officer's word of command, repeated by the squadron leaders, "quarter distance column to the right (or left)." If on the move the leading squadron wheels at once into line to the required hand, followed by the others in succession. The second teaches the manner of forming "quarter distance column to the rear," which is done by wheeling the head of the column to the right or left and proceeding as in No. 1. The third explains how "an open column may attack or move in succession of squadrons to either flank, by the squadrons wheeling into line in succession to the hand named." The fourth proves that "a double column may attack or move in succession to both flanks, by the commanding officer giving the word "attack in succession of squadrons to both flanks," or to the right or left front if required.

In a former paper* I described the proper distance that should be kept by the division leaders, and need only remark now that when in column the squadron leaders invariably remain on the flank nearest to the commanding officer. The serrefiles should be on the opposite flank, and when the flank is changed the leaders of squadrons and the serrefile should pass through the column between the squadrons, and not between the divisions. If two wings are meeting or moving in opposite directions, and a general line is required, the squadron leaders always wheel to the flank on which the commanding officer is.

I have already remarked that in the proposed new drill, squadrons markers are dispensed with. The benefit of this will be felt by all cavalry colonels, who must often have been put out of temper by the stupidity or hesitation of some marker in taking up his position (especially in deployments on a rear squadron) after the word of command was given. As two regimental markers are specially detailed, there will be less chance of mistakes of this kind in future. As there is some alteration in the placing of the markers in the non-pivot drill, I will simply enumerate a few of the different movements, and the markers who should give a base. In movements from line Nos. 1 and 2 the base is given by the right division leader and a regimental marker. Nos. 3, 4, 5 and 6 it is given by the leader of the base division and a marker. Nos. 7, 8 and 15, the two regimental markers give the base. Movements from "quarter distance column." Nos. 1, 2 and 4, the two regimental markers give the base. No. 3, it is given by the left division leader of the third squadron and a marker. Movements from open column. Nos. 1, 2, 8 and 9, base given by regimental marker and leading division leader. Nos. 3 and 4, by regimental marker and base division leader. No. 16, by the leaders of the flank division of the second squadron. Movements from double

* "A Comparative View of the Old and the Proposed New Cavalry Drill."—"United Service Magazine," 1865.

column. No. 15, base given by the two regimental markers. No. 17, by a regimental marker and a leading division leader. The markers are placed by either the major or adjutant.

Whoever gives the slightest attention either in theory or practice to the non-pivot drill, must be struck by the easy manner in which a regiment manœuvred on its principles can be handled. Under the pivot system a Dragoon corps is a heavy, unwieldy mass, and the most of the manœuvres a lot of heart breaking complications, especially to young officers. But when drilled on the non-pivot principle it becomes a most compact piece of military mechanism, allowing of movements that, like the changes of the kaleidoscope, keep continually altering, according to the nature of the ground on which the manœuvres take place. Like a fan, it can be either suddenly drawn together, or extended in any direction, being alike ready for offence or defence, attack or retreat. And the many changes which keep taking place in the number or designation of squadrons and divisions, are advantages, as it causes officers to get much more practically acquainted with the true rules of cavalry tactics than it is possible for them to learn under the pivot system.

The re-introduction of the old movements by "fours" is in my opinion a complete failure, as they have all the bad qualities of "threes" and "sub-divisions" without their advantages, and they only tend to cause greater complications in cavalry drill, when we all know that the simplicity of every manœuvre tends to its effect. Sub-divisions would answer better than "fours," or even "threes," and then ought to come "files." If a road is not six yards wide, two men are enough to fill it. But any patching between the "pivot," "non-pivot," and the "fours" principles will more likely be an injury to the service than a benefit, and it would be preferable even to allow things to remain as they are than give the cavalry a drill that would be neither one thing nor another. Colonel Baker, by the strenuous efforts he has made to get his really practical and useful drill introduced, deserves the thanks of all cavalry soldiers, and it is to be hoped that when the new book is issued, it will be found that his system is thoroughly adopted.

PACKETS OF BLANK CARTRIDGE.—No. 1.

[Under this title we purpose printing occasionally some of the "thoughts and opinions" of an esteemed Correspondent; not that we mean to identify ourselves with all of them, but because we regard this as a convenient mode of eliciting the ideas of others, who may entertain different views, and because we feel assured that benefit must result from the free interchange of opinion.]

Matrons, v. Motherly Women in Regiments.

Ungallant as it may seem to say so, one of the worst elements

in the interior economy of the service is, strange to say, female influence.

There are, no doubt, many excellent ladies connected with the Army; but their influence is in the minority, and it is much to be regretted, that the public, led away by admiration of one or two superior women, should countenance the legion of mediocre busy-bodies to be found about barracks, courting popularity in the Bloomer fashion, "organizing" classes, and worrying their neighbours for subscriptions to funds, tending rather to foster a morbid vanity, and create a factitious and unhealthy power, than to promote charity.

A good-natured commanding officer will sometimes delegate a great deal of his authority to such persons, rather than be subjected at all hours, to their intrusive visits, and *cacæthes scribendi*.

These Lady Bountifuls (with their friends' means,) assume the censorship of public morals; and so ingratiate themselves with the sensational portion of the neighbouring gentry, and thus, though often of doubtful origin, succeed by cleverness, and the opportunities of the time to "establish themselves" amongst the leaders of religious fashion.

Thus, at the presentation of colours, Mrs. So-and-so, is very conspicuous, doing the honours, as it were, of regimental hostess, at lunch, to "His Lordship," who, perhaps, takes her for a confectioner, lent for the purpose. Her obscure relatives, hearing who she has sat at table with, or perhaps identifying her with some lady in a "military illustration" in one of the periodicals of the day, become quite elated. She then pays them her annual visit,—is hand and glove with the clergyman's wife,—they have pinafore levées of the young human cattle, that in the pride of success they manipulate, and their names appear together amongst the patronesses of Protestant or Catholic "Alliances."

Sometimes these "motherly women" who call the junior officers their "boys," create a great deal of mischief, and when left to their own instincts, (without the incentive of appearing before the public, as philanthropists,) often distract a corps by their propensity for gossip, and the womanly ambition of ruling through their husbands.

An excellent substitute for such amateur legislators would be a *regimental matron trained to her work*, and who should have the general superintendence of the married soldiers quarters; with special powers of interference, in cases of irregularity in habits, language, or sanitary arrangements; and of taking cognizance of a class of offences which could not be so advantageously dealt with by men. Women living in barracks should also be subjected to a daily parade, under such a matron, who would thus be enabled to discover sumptuary wants, and any neglect of personal cleanliness. Legislation of this special character would, however, be surrounded with many difficulties, but they are not insuperable.

Musketry.

The system, when carried to an excess, has always seemed to us little better than a machine for extemporising appointments for a certain class of officers who have lost their taste or aptitude for parade duties, and are not eligible for a higher class of employment.

It is certainly advisable that soldiers should know something more about their fire-arms than their *superficial* appearance in the manual exercise. They should also know how to shoot; and so far we have no fault on the whole to find fault with that class termed "practice," but we can't say so much in favour of the fractional worry of preliminary.

Judging distance too, about often measured "ranges," soon becomes to the men, more a mental and arithmetical calculation, than an optical operation. These relative distances are, in process of time, well known to the men, from their being employed on, what is called, Butt fatigues; and distances thus practically ascertained by actual pacing, are not lost even in presence of the imposing stadiometer and chain of object men.

But the real defect of the system is seen under its statistical aspect, where complicated returns are drawn up with the utmost nicety; only to represent textile fabrics which are too troublesome, and ingeniously interwoven to be worth an uninterested statician's time to unravel.

These returns, moreover, notwithstanding all the importance attached to them, are supposed to be very much at the mercy of the instructor, a popular idea which even Hythe itself will scarcely venture to deny.

Musketry is, as we have remarked, of some use, but it is unfortunately overloaded with unnecessary formulas.

In some instances, the rules may be strictly enforced, and an inferior figure of merit is thus often obtained, by those corps, whose instructors are more latitudinarian in their interpretations.

"Medical disabilities" amongst the men, or as civilians would say, "physical," are also brought into play against the average shooting of companies, by which means perhaps a fallacious result is arrived at, and a most attentive officer may thus acquire the discredit of having the worst shooting company, on account of the obstructive effects of a few of his men, in the matter of defective vision, &c. Of course, against this, an appeal could easily be made to "regulations on that subject," but it is too much the fashion to quote rules for facts.

Prize Money.

The seditious and incessant disputes, between the Patrician and Plebeians of ancient Republican Rome, were intimately connected with this very subject, although named the Agrarian laws.

It was a general complaint, that territory and valuables, acquired by conquest, were appropriated by the Patrician body, and that, of course, the Consuls who commanded the Roman armies, and who,

as a rule, were of noble families, thus made vast accessions to the wealth, and to the power of their order; while those who had actually fought their battles, received none of the substantial rewards. It was for a just distribution of the enemies conquered lands that the Tribunes contended. For this the Gracchi, basely abandoned by those for whom they struggled, perished; but we limit these remarks simply to the times of which we speak.

What the Roman arms acquired, in the times of the Republic, the Patricians took for themselves and therewith swelled their landed possessions to such an extent, that towards the decline of the Commonwealth, we know that Crassus derived from his estates, an annual income of 7000 talents, (about a million and a half sterling.)

At the period of the Norman conquest, such was much the system in Europe, but in the seventeenth century, while the *people* had the ascendancy, ancient estates in Ireland were parcelled out amongst the meanest Republican adventurers.

In our own times, the system has been to benefit the Patrician body, by giving the lion's share to the successful general, and then absorbing him in the peerage. Thus, seemingly, both parties are gainers, but in point of fact only one; for the neophyte peer at once breaks off all ties with his humbler comrades, except in some rare cases. His advancement is pointed to as a prize open to all, and content with the prospect, the lower grades take their small shares, while, with his usually vast reward, the General-in-Chief purchases an estate, and so the question still turns back upon its Agrarian origin.

We do not object to this system, under certain modifications, for those who are held responsible by the nation, should in the same ratio receive their rewards.

The Scinde, Delhi, and Lucknow cases of prize money, are worthy some attention. In certain cases *batta* was *lent* to be repaid by the subsequent share of each recipient, in a prize distribution; but then it so happened, that the prize money was never found to exceed the *batta* except in the highest grades, and there, of course, this system told in favour of the chiefs.

After the Crimean war, an approach to a more equitable system was inaugurated, and seemed to meet with public approval; but the *real* question is not, after all, if we look beneath the surface, so much *military* as *political*.

Brevet Promotion.

Why should the system now, as all along, in force in India, not be adopted in England? It is the only one by which lost time at the outset may, to a certain extent, be compensated. No such compensation exists for the poor subaltern at home, or in our other colonies. In India, on the contrary, after fifteen years, a subaltern becomes a brevet-captain; after twenty, a brevet-major; and after twenty-six, a brevet lieutenant-colonel. Rank and its honour, should keep pace with age; if not, the officer is disparaged.

U. S. MAG, No. 467, Oct. 1867.

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Young Commanding Officers.

At the present day, a younger class of commanding officers, say what their opponents may, is a great advantage to the service, for, as a general rule, very old and mediocre commanding officers are incapable of receiving new ideas. This seems, perhaps, an uncourteous accusation, but in truth it is not so, for the "steady old file," as he is often familiarly styled, is one of the most unprogressive creatures it is possible to conceive. So evidently thought Sir Charles Napier, while making his remarks on adjutants of long standing. Still some purely working men are necessary—men, be it said, without an idea of their own; but then these should rather be the purely subordinate—the initiative and creative talents being vested in a fresher and superior brain.

Certificates.

These are often of very little real worth, as some officers of medium ability, are very fond of requesting every casual superior, to give them a certificate as to general zeal, intelligence, and so forth, which can scarcely be refused without implying a censure. We have seen a collection of them, which, taken together, would have given the idea of the holder's superior qualifications, whereas he was merely a very ordinary humdrum fellow, who managed to conform to system, and avoid scrapes.

Correspondence.

In armies, it is surprising how truth—the whole truth—should ever reach the commander's ears, where the matter is personal, considering how diluted and filtered it must be, in passing previously through so many hands. When at length in a "washy" form it reaches its destination, no wonder the reply should be printed.

Inspections.

There is much to be said both for, and against, the present system of general inspections of regiments. Sudden and unexpected visits, for this purpose, would probably, by taking the men unawares, keep up an unhealthy state of restlessness and uncertainty, in quarters likely to lead to much discontent. At the same time, by giving warning, a very inferior regiment may be so "furnished up" for the occasion, as actually to appear equal to the best.

Usurpation of Power Abroad.

Commanding officers of regiments abroad, are allowed to assume an authority which does not belong to them, and which would be impossible at home, where the civil power exercises tacitly such a salutary influence, and the supreme military authorities are so fair.

Second in Command.

In the Colonies, one hears more of "the second in command" than in England. This functionary often impairs discipline, by courting a temporary popularity. Every novice is apt to believe

that his own slight reforms or improvements are momentous, and few are above playing the part of the unjust steward, *even unconsciously*.

"Smart" Officers.

Martinetts have, as a rule, generally failed in the higher requirements of a soldier; and many admirable routine officers, the observed of all observers, at the mechanical performances, of a "review," have proved themselves worse than useless in action. This is no argument against an officer being thoroughly conversant with the duties of his profession, but it suggests the idea, that ability for command, or in situations of danger, may be found irrespective of professional knowledge, at the critical moment. One of the best generals of division, by universal suffrage, in India, and who distinguished himself greatly in war, was a man of strong common sense, and a sportsman, but he was notoriously incapable of drilling a regiment—many will recognise the portrait. The recent war in America is an apt illustration.

Growlers.

There are many men, clever in opposition, but incompetent to rule, who in the Army, are wholesale checks, rather than dangerous "lawyers." Without them, authority in weak or unprincipled hands, would often abuse the public confidence, and therefore "growlers," within bounds, form a salutary element in the military economy.

Defaulters' Books.

These, as commonly kept, are not faithful records of crime, and one regiment may appear to have an advantage over another, in respect of good conduct, as one company may have over another, simply because crime is in the one glozed over, and in the other fully stated.

Pay.

Augmentation of salaries, or pay, in the public departments, often begins at the wrong end. To assimilate the staff-serjeant's pay, at a comfortable home quarter, to that of the lieutenant or ensign, exposed to the vicissitudes of general service, and who, moreover, has passed examinations in science, literature, and languages, is a confounding of rank, and is subversive of the wholesome difference that ought to exist between the commissioned and non-commissioned grades, besides recognizing as on a par, the mechanical, and the intellectual brain, manual labour, and mental exertion, &c. On the other hand, a non-increase of the subaltern's pay, has the advantage of excluding the lower orders, from officering the Army, except in the case of promotion from the ranks.

Bands.

The question is a fair one: Why are military bands kept up, principally for the diversion of the public, by a band subscription, at the present high rate, levied on the officers' scanty pay?

Officers' Servants.

There is one great nuisance in the service ; cunning old soldiers are apt to impose upon their superiors, and keep within bounds until they secure the situation of servant to an officer. *That* once secured, he can venture to "*get drunk on the sly*," and being in plain clothes, remain absent, as if on an errand, until his senses are sufficiently restored, when he returns and blames others for his detention.

Many a man has few or no *red ink* marks, who is, nevertheless, known to be, *sub rosa*, a confirmed drunkard, and yet with this knowledge the officer may be compelled to style him *officially* a temperate man, because he has been a cunning one. Such men remind one of Crabbe's expression :

"Add but a drop—it instantly o'erflows."

And such an expression must be admitted, as applicable, to those florid, and rigidly steady mess waiters, who perform their automaton duties at table, so cleverly.

Servants in regiments form generally the worst element, their gossiping and knowledge of their masters* being subversive of discipline ; while their immunities, coupled with the opportunities, so often abused, of indulging favourite vices, set a bad example to their more stupid compeers. They also retail private conversations, and make a world of mischief.

THE NEW OVERLAND TROOP SERVICE TO INDIA.

"Sailed from Portsmouth on the eleventh, and from Queens-town on the fifteenth of September, Her Majesty's Indian troop-ship *Crocodile*, Captain G. W. Watson, with the 2nd Battalion 60th Regiment, and drafts, for Calcutta."

This apparently ordinary statement, which appeared under the head of Naval and Military Intelligence in the daily papers last month, really announced the commencement of the new system which has been organized, under the auspices of the Admiralty and the India Office, for the conveyance of the Indian reliefs through Egypt, instead of by the long sea route round the Cape of Good Hope. To many readers this announcement was unimportant, but to those whose lot it is to have to serve a portion of their time in the East Indies it was full of interest ; for it informed them of the complete change which is being effected in the transit of troops between this country and India—it told them that in lieu of their having to embark in sailing merchant-vessels of about one thousand tons burden, with the prospect of being about four months on the voyage, they will in future be conveyed in Her Majesty's steam troop-ships of

* "No man is a hero to his valet !"

above four thousand tons measurement, which will accomplish the journey in a little beyond one month; in other words, that they will proceed in ships four times as large as those hitherto used for the purpose, and that they will be one-fourth the time on the voyage.

Under the old system, the Marine Department of the India Office chartered merchant vessels, or rather engaged passage in them, for the reliefs and drafts which have to be sent out annually to the East Indies. Under the improved plan the Transport Department of the Admiralty will order conveyance in the five magnificent ships which have been constructed specially for the purpose, and which are officered and manned by the Royal Navy. Formerly military officers were put to considerable expense in purchasing fittings and furniture for their cabins—now they will find that everything required has been provided at the expense of the Indian Government. Formerly they were not, as a matter of course, permitted to take their wives with them—now they will have the pleasure of their society on the voyage. Formerly the troops were not allowed more space in the ship than was absolutely necessary for them, their bedding was of a very inferior description, and their scale of victualling was much the same as it was half a century ago; in future they will have plenty of elbow room, they will be granted the use of blankets and other articles of the best quality, and they will be provisioned according to the scale authorised for all troops proceeding to the Colonies, and which was adopted after being thoroughly well considered by a committee including some of the leading members of the medical branch of the service.

Changes of this nature are not effected in a hurry, and in this case nearly ten years have elapsed since it was proposed to alter the mode of conveying the Indian reliefs. Until the great Mutiny broke out in the spring of 1857, and it was absolutely necessary to despatch reinforcements to Calcutta as speedily as possible, no one appears to have contemplated the possibility of breaking in upon the method which had been in vogue ever since the establishment of the East India Company; and even then the authorities in Leadenhall Street very reluctantly adopted the alterations which, by the circumstances of the case, were rendered essential to the maintenance of our power in the East. After a while they consented to engage steamers as well as sailing ships, and a portion of the reinforcements embarked in the former description of vessel. The overland route was suggested as being more expeditious than any others, but the Court of Directors could not at first see the advantages of this route, and just three months elapsed from the news of the Mutiny reaching England, until it was decided to send some of the troops through Egypt and down the Red Sea to Calcutta and Bombay.

This was done in 1857, rather as an experiment than with a

view to its general adoption : and although it proved to be most successful, it was not repeated after the great and sudden demand for troops in India had ceased. The general feeling at that time was against the overland route, on the score principally of expense, but partly of climate, as it was considered by the most experienced Indian officers that the heat of the Red Sea would be injurious to the health of the troops, while the change of temperature on a voyage round the Cape was really beneficial. There is no doubt that the opinion expressed by the Committee of the House of Commons, which was appointed to inquire into the object immediately after the Mutiny was over, was the opinion of most men connected with India, and in their report they stated that it would not be advisable to rely on the overland as the ordinary route for the transmission of troops to Hindostan. In confirmation of this we may mention, that when another Committee was appointed by the House of Commons in 1860 and 1861 to consider the question of the transport service generally, very little evidence was given as to the Egyptian route, while much was adduced respecting the old road round the Cape. And although the authorities at Calcutta were alive to the necessity of improving the transport of invalids and troops to and from England as far back as 1859, there is no reason to suppose that they contemplated the adoption of the overland route until the end of November 1860, and in a despatch dated on the 22nd of that month, from the Government of India to Her Majesty's Principal Secretary of State for India we find allusion made to the subject as follows—"We have no doubt that the advantages of the route by Suez, even apart from economy, would be great, but the question of using this route is a political one which Her Majesty's Government alone can dispose of."

The authors of that despatch could not have contemplated that a service such as that which has now commenced would ever be organized, and that instead of carrying the reliefs round the Cape in sailing vessels to be built by Messrs. Green or Wigram, as they then proposed, they would be taken in steam-ships of the Royal Navy along the Mediterranean and down the Red Sea. For it was not then considered probable that the Admiralty would undertake the transport of troops to India, much less was it deemed probable that the Admiralty could prove that Her Majesty's troops could be conveyed in Her Majesty's troop-ships at the same expense as in the ships belonging to the mercantile marine. The shipowners had gained the ear of the public, and the public jumped to the conclusion that what the shipowners said must be correct. Who could be so capable of forming a correct judgment on matters of this kind, to which our merchant princes were in the habit of devoting so much of their attention, as the merchant princes themselves? This was the kind of argument used both in the House of Commons and by the press; and those who undertook

the task of convincing the public of the error of these views had no easy duty to perform. Facts are, however, sometimes not to be disputed, even by those whose interest it is to disprove them. As time went on and the few troop-ships which had been built got into full play, figures were gradually brought forward in parliamentary documents and before parliamentary committees which showed most clearly that it would be cheaper, better, and more easy to convey troops between this country and the colonies in Her Majesty's troop-ships than in vessels chartered by the government and belonging to the mercantile marine. And the figures which were produced with respect to the Indian reliefs were of all others the most convincing, for all the statements which were published on this particular portion of the transport service, proved beyond all doubt the correctness of the theory that men-of-war troop-ships could be more economically employed than the ships belonging to the splendid fleets of Messrs. Smith, Green, Wigram, and others.

These battles of figures between the officials at the Admiralty and the principal firms in Austin Friars, Cornhill, &c. paved the way for those who had to deal with the question of removing troops between England and India. The high officers of Government before whom the question was brought for consideration and decision, approached the subject with a totally different bias to what they would have done a few years previous; they were not surprised to find that the statements which, at the request of the Indian Government, were prepared in the Transport Department of the Admiralty, showed a considerable saving in favour of the overland route in Queen's ships as compared with the old route, *viâ* the Cape of Good Hope, in hired vessels.

These statements showed that, by constructing steam vessels expressly for the purpose, and employing them only a certain portion of the year in carrying troops to and from India, a saving of about £40 a head would be effected, if they were taken by the overland route instead of round the Cape. It is not, therefore, to be wondered at that the Secretary of State for India, and his Council, asked the Admiralty to construct the requisite steamers, and to undertake this new service. On reading the parliamentary papers on this subject, one cannot fail to remark how cordially Sir Charles Wood, who then presided at the India office, entered into the advantages possessed by the employment of men-of-war. At first it was proposed that the Admiralty should provide two ships of the Royal Navy in removing the troops between Portsmouth and Alexandria, and that the Indian authorities should ask the Admiralty to build three ships to be employed between Suez and India, and when it was found that the Navy had no ships to spare for the Mediterranean portion of the service, and that the work in the dockyards prevented the Admiralty from building the

other three ships, the Secretary of State tried another plan, and asked the Admiralty to have all the five ships built under contract, being "desirous of availing himself of the assistance of the Board of Admiralty in the preparation of the specifications, and the superintendence of the proper execution of the contracts." Again, when it was found that, in order to obtain ships of tonnage and horse-power sufficient to make the voyages between the several ports to be performed in proper time, it would be requisite to pay about £200,000, instead of about £110,000, for each ship—making a total difference of about £450,000—the Secretary of State merely recapitulated the advantages of the route through Egypt, and stated that the Indian Government would be prepared to incur the additional expense for the construction of the requisite steamers. It is true that, in the same despatch, he expressed surprise and disappointment at the additional cost of the ships; but his surprise and disappointment appear to have disappeared on its being explained to him that the contractors had probably demanded the larger sum for building the ships in consequence of the unusual requirements with which they were called upon, at the recommendation of the Director of Transport Services of the Admiralty, to comply—such as double bottoms, iron masts, superior ventilation, and large engine and free space.

The result of this long and spirited fight between the owners of merchant-ships, on the one hand, and the supporters of the Government on the other hand, is now being displayed by the commencement of the service which has been organized at the India Office and the Admiralty, for the transmission, by the overland route, of all the troops which will have to be sent out to India. A few will still have to go round the Cape in merchant-ships, but the great bulk will, in future, proceed by the way of Egypt. For this purpose, five steam-ships have been designed by the Chief Constructor of the Navy, in accordance with the requirements furnished by the Director of Transport Services. They have been built under contract by Messrs. Napier of Glasgow, Messrs. Laird Brothers, of Birkenhead, Messrs. Palmer Brothers & Co., of Jarrow, the Thames Ship-building Company, and Messrs. Money, Wigram, & Sons, of Blackwall. Their tonnage is each of 4173 tons, their engines are of 700 horse-power, and they are 360 feet in length between the perpendiculars. Two of them—the *Serapis* and *Crocodile*—will run between Portsmouth and Alexandria, occasionally calling in at Queenstown to take on board troops from Ireland, and three of them—the *Jumna*, *Euphrates*, and *Malabar*—will run between Suez and Bombay.

It is intended that the *Serapis* and *Crocodile* shall call at Malta to replenish with coal, and that the Indian ships shall call for the same purpose at Aden. In England, the troops will embark from the pier at Portsmouth dockyard, and on arrival at Alexandria they will be conveyed to the shore in large troop-boats, which

have been built expressly for the purpose. These boats will be taken in tow by a steam tug, which has likewise been specially constructed for this service, and the troops will disembark at the landing-pier adjacent to the railway, by means of which they will be transported across the Isthmus to Suez. The transit will take place during the night, and will occupy in all about twelve hours.

On reaching Suez, the troops will embark in troop-boats similar to those from which they landed at Alexandria, and by means of another steam-tug they will be towed to the roadstead, where they will find another ship lying ready to receive them, and in which they will be conveyed to Bombay. At the latter port, special arrangements have been made to enable the troops to land and embark in comfort and without risk. They will be despatched thence by railway to the different stations in India. A slight deviation from this plan has been sanctioned for the ensuing season, in consequence of some of the troops—the 27th Foot, 2nd Battalion of the 60th, &c.—being stationed in the neighbourhood of Calcutta: one of the ships will consequently convey troops on one voyage from Suez to Calcutta, and take others back from Calcutta to Suez, while another will bring a regiment and some “time-expired men” from Calcutta (instead of Bombay) to Suez.

Moorings of unusual size and weight have been sent out from England, and laid down at Alexandria, and at Suez, for the use of the ships, and the same has been done in Bombay harbour, and at Aden. Special arrangements have been made with the Viceroy of Egypt for the conveyance of the troops, their baggage, and their stores, across the Isthmus. New railway carriages have been purchased in Europe and sent to Alexandria by the Egyptian government, for the use of the troops; a large plot of ground at Suez has been given by the Viceroy, on which to erect a hospital for the reception of such invalid soldiers as may, on arrival at that place, be too weak to continue the journey; and a building which was erected by the late Mahomet Ali as a summer palace, near to the railway terminus, has been lent to the English Government for use as a “British Transport Office,” in connection with the Overland Service. Arrangements have also been made for the admission of invalids into the Prussian hospital at Alexandria. Unlike those who proceeded through Egypt to India ten years ago—during the Mutiny—the troops will now carry their arms with them, and they will travel in uniform.

The following instructions have been issued by the Quartermaster-General for the guidance of officers in command during the passage of the troops across the Isthmus, so as to avoid confusion or delay.

“On the arrival of a troop-ship at Alexandria or Suez, no person is to land, unless under special authority, till arrangements have been made by the proper officer for the disembarkation of the troops.

"No person to be allowed to bathe, on account of the danger of sharks.

"As soon as the troop-ship is anchored, an officer of the Quartermaster-General's Department will come on board with a view to arrange for the troops landing.

"The troops will generally land in three detachments. One will consist of heavy baggage guard, fatigue party, and all married non-commissioned officers and men, with their wives and children, under the second senior officer. The quartermaster will accompany them, and a proportion of officers.

"Two other detachments will consist of all the single men.

"Field officers and staff, and ladies and children, to land in the Tender. Other officers in the barges with the troops. Their light baggage is to go with them. Officers' families are in every case to accompany the officers in the railway carriage.

"Band, drums, and pioneers (single) to go with their companies.

"Great coats should be carried ready to wear in the trains. Packs in the hands, not on the back.

"Every man, woman, and child over five years of age, will be supplied before leaving the ship with a ration consisting of half a pound of cooked preserved meat, and half a pound of biscuit, for consumption on the journey through Egypt, and before re-embarking they will each be provided with a cup of coffee. Each child under five years of age will be supplied with a quarter of a pound of fresh bread, and before re-embarking with hot milk or tea.

"Officers and their families can obtain coffee before re-embarking on payment of 4d. a cup.

"On landing, the detachments will proceed by separate trains. The baggage will be taken out of the barges and loaded on the trains by railway-porters, but a baggage guard and small fatigue party must superintend and assist. The officer in charge must be watchful that the baggage is not damaged or allowed to go astray.

"Married men to accompany their wives to and in the trains.

"The officers must see that each carriage is filled; two children under fourteen years of age to count as one adult. In no case, however, should more than eight men be carried in a compartment.

"Orders for the disposal of knapsacks and sea bags will be given on the spot by an officer of the Quartermaster-General's Department.

"The arms to be carried in the men's hands. The detachments of single men must fall in on landing, the officers to see the men with their great coats, arms, and accoutrements, into the carriages. The officers must be careful of their light baggage while the men are getting into the trains. A man from each company

should remain in charge of it till the officer returns for it. The railway porters will put it into the trains.

"A trumpeter or bugler to attend the senior officer in charge of each detachment, and to sit in the second class carriage next to him. The non-commissioned officers must see that no other bugle calls are sounded on the journey but those ordered by the senior officer.

"The trains will generally leave about sunset, and arrive about sunrise. They will stop five times, fifteen minutes each time, at stations where there will be lights, and where men can get drinking water. No man to leave the carriages at any other stations. At three of the stations there are ladies' waiting rooms. On the trumpet or bugle sounding, every man to take his place, and officers to see that all are present.

"The officers can obtain refreshments at the stations, charge for supper 4s. each. As the men and women will carry their own provisions, they are not to be allowed to enter the refreshment rooms, and non-commissioned officers should be placed at the doors to prevent their doing so. Before re-entering the carriages the men to fall in and the roll to be called.

"If any sick are left in Egypt, their great coats, sea bag, if any, and complete kit, are to be left with them, but no arms or accoutrements, and a No. 1 report is to be given to the officer of the Quartermaster-General's Department. The medical officer to give a statement of their cases to the surgeon of Suez hospital.

"The officer in command of the troops will be required to furnish, in duplicate, on a form which has been prepared for that purpose, a 'transit return,' which he will hand to the officer of the Quartermaster-General's department in Egypt, for transmission to head quarters.

"The officers must see that the utmost quiet and order is observed in landing, on entering the trains at the stopping-places on the journey, and on re-embarking."

Special Instructions have also been issued in respect to the conveyance of the baggage of the troops. It will be necessary for the officer whose duty it will be to superintend the embarkation of the troops in England and in India, to see that these regulations are strictly complied with; otherwise great expense will be incurred and much discomfort will be occasioned to the officers and men; for it must be borne in mind that the battalions will have to be landed and conveyed across the Isthmus as speedily as possible to allow the officers of the troop-ship to prepare them for the reception of the relieving regiments. These regulations are as follows :—

"1. No baggage in excess of the regulated allowance, either by cubic measurement or by weight, is to be taken with the troops. Any extra quantity should be sent *via* the Cape of Good Hope under arrangements made by the troops.

"It is necessary that all packages taken overland should be carefully packed, and be of moderate size, the utmost limit in this respect being a company's arm chest. It is desirable that the cases should be of strong material, and that the parts should be fastened together with screws, especially the lids, which ought never to depend solely on the locks for security, even though they be of the best description.

"They should be fitted with iron handles, rope becketts, or grommets worked into cleats of sufficient strength to bear the case without risk, should the entire weight fall upon one handle or becket. These precautions are recommended, as the Arabs employed as porters at the railway depots work in gangs, and handle all articles quickly and roughly, in spite of the utmost vigilance on the part of their overlookers, or such as could be exercised by a baggage guard, occasioning frequently considerable damage to property.

"Any frangible articles should be packed with the greatest care, so as to admit of the packages being rolled over without breakage, and it is recommended that rope or leather straps for securing packages, portmanteaux, &c., should be avoided, as the Arab porters are sure to cut them off and appropriate them.

"3. All packages to be stowed in the ship's baggage rooms should, before being forwarded to the port of shipment, bear a large printed label showing the corps to which they belong, and marked, 'Baggage Room.'

"A list should be kept by each corps of all packages, with their weight and measurement, forwarded for embarkation and actually put on board, from which a return in duplicate of the total number of packages of the corps to which they belong is to be prepared on board under the approval of the officer in command of the troops, one to be handed to the principal transport officer or his deputy, on arrival either at Alexandria or at Suez, and one to the deputy-quartermaster-general in Egypt or to his assistant.

"This return should also show the total weight and measurement of the baggage on board, and should when practicable, be signed by the quartermaster or other officer who has seen it weighed or measured in this country or in India.

"Baggage stowed in the baggage room will not be accessible to the owners until the troops are disembarked in India or in the United Kingdom.

"Baggage for use on the voyage should bear the names or initials of the owners in clear characters, and be labelled with the word 'cabin;' reasonable accommodation having been provided for such baggage in each officer's cabin, and further space in a baggage room for the use of married officers with their wives and families. A clear depth of sixteen inches has been allowed under the bed places in the cabins to admit a trunk of the regulation

size for India, viz., thirty-six inches long, fifteen inches wide, and fourteen inches deep, which size should not be exceeded in any package taken into the cabins.

"A depth of sixteen inches has also been left under the lower tier of bunks in the compartments appropriated to the wives of the staff sergeants and soldiers for their articles in daily use, but the baggage belonging to those persons will require special attention and vigilance on the part of commanding officers, for should it not be carefully packed and directed, very great inconvenience, with discomfort to the families, may ensue, and serious complication and trouble arise with the railway authorities and officers of the Egyptian Transit Administration, who will be in charge of the baggage through from port to port in Egypt.

"All cabin baggage landing or embarking in Egypt should go with the troops in the barges, and on no account should it be mixed up, even for a moment, with the baggage intended for the baggage room, as great delay would be caused in again dividing it.

"The railway porters will take the baggage out of the barges, and load it on the train, but a guard and small fatigue party under an officer will have to attend and superintend."

The passage of the troops through Egypt is evidently considered by the authorities as a portion of the service requiring special superintendence, and a large staff has consequently been appointed for the purpose. The Director of Transport Services went out last autumn with a view to making the preliminary arrangements with the Viceroy and his ministers; and the heads of the Naval and Military Departments have been in Egypt for some months preparing for the service.

The Staff consists of the undermentioned officers:—

Principal Transport Officer for Egypt—Captain J. B. Willoughby, R.N.

Resident Transport Officer at Suez—Commander Chitty, late Indian Navy.

Accountant—E. Mignon, Esq., late Indian Navy.

Deputy Quartermaster-General—Colonel R. L. Ross, C.B.

Deputy-Assistant Quartermaster-General at Suez—Brevet-Major Clarke.

Deputy-Assistant Quartermaster-General at Alexandria—Captain Morris.

Surgeon for Hospital at Suez.—Dr. Hardie.

The ships are intended to leave England and India on certain fixed days, beginning at Portsmouth on the 29th of September, and at Bombay on the 1st of October; and ending at Portsmouth on the 3rd of April, and at Bombay on the 1st of that month. A programme has, however, been specially prepared for the present season, as two of the ships will have to go to Calcutta, and the dates of arrival and departure will be as follows, viz.:

OUTWARD VOYAGES.

Ship on European side.	Dates of Departure from Ports- mouth or Queenstown.	Dates of Arrival at Alexandria	Ship on Indian side.	Dates of Departure from Suez	Dates of Arrival at Calcutta	Dates of Arrival at Bombay
Crocodile	Sept. 15	Oct. 1	Euphrates	Oct. 3	Oct. 29	
Serapis	Oct. 9	Oct. 25	Jumna	Oct. 27	...	Nov. 12
Crocodile	Nov. 10	Dec. 5	Malabar	Dec. 7	...	Dec. 23
Serapis	Nov. 27	Dec. 13	Euphrates	Dec. 15	...	Dec. 31
Crocodile	Jan. 4	Jan. 20	Jumna	Jan. 22	...	Feb. 7
Serapis	Jan. 12	Jan. 28	Malabar	Jan. 30	...	Feb. 15
Crocodile	Feb. 19	Mar. 6	Euphrates	Mar. 8	...	Mar. 24
Serapis	Feb. 27	Mar. 14	Jumna	Mar. 16	...	April 1

HOMEWARD VOYAGES.

Ship on Indian side.	Dates of Departure from Calcutta.	Dates of Departure from Bombay.	Dates of Arrival at Suez.	Ship on European side.	Dates of Departure from Alexandria.	Dates of Arrival at Portsmouth.
Jumna	Sept. 21	...	Oct. 17	Crocodile	Oct. 19	Nov. 4
Malabar	...	Oct. 11	Oct. 27	Serapis	Oct. 29	Nov. 14
Euphrates	Nov. 11	...	Dec. 7	Crocodile	Dec. 9	Dec. 25
Jumna	...	Nov. 29	Dec. 15	Serapis	Dec. 17	Jan. 2
Malabar	...	Jan. 6	Jan. 22	Crocodile	Jan. 24	Feb. 9
Euphrates	...	Jan. 14	Jan. 30	Serapis	Feb. 1	Feb. 17
Jumna	...	Feb. 21	Mar. 8	Crocodile	Mar. 10	Mar. 26
Malabar	...	Feb. 29	Mar. 16	Serapis	Mar. 18	April 3

It will be seen from this statement that the duration of each voyage between Portsmouth and Alexandria, or Suez and Bombay has been taken as sixteen days, while the voyage between Suez and Calcutta has been calculated as for twenty-six days, and that two days are allowed for crossing the Isthmus, making the total length of voyage to Bombay thirty-four days and to Calcutta forty-four days. These periods include two days for coaling at Malta, Aden, and Trincomalee. It will also be seen that the Crocodile and Serapis will have only a little over a fortnight for disembarking troops, preparing for sea, receiving coals, provisions, &c., and taking on board other troops at Portsmouth, and only about four days for going through the same process (except coaling and provisioning) at Alexandria. These periods would have been considered much too short a few years ago, when the transport service was not properly organized; but since this expensive portion of the duties of the Admiralty has been confided to a separate and distinct department, and it has been conducted on a recognized system we have frequently had occasion to notice with what expedition Her Majesty's troop-ships are equipped and got ready for further service, and we are consequently not surprised

to find so short a time allowed to the *Serapis* and *Crocodile* for being in port.

Of the ships themselves their construction, internal arrangements, and their capabilities, we will not now speak—especially as we have on former occasions fully described them. Suffice it to say, at present, that they have all been designed under the immediate direction of Mr. E. J. Reed, the chief constructor of the navy, and have been specially constructed so as best to carry out the requirements of Captain Mends, the Director of Transports; so as to secure the greatest possible space, the best sanitary arrangements for soldiers and their families, and the highest rate of speed compatible with the necessary stowage for military stores and coals, on a draught of water not exceeding twenty-one feet. The arrangements for ventilation are as perfect as modern science and the best engineering skill could produce, and in addition to the ordinary ventilation by large side ports, cowls, &c., they are fitted throughout with Dr. Edmond's system of ventilation by steam jets. The officers' saloon and cabins are fitted up in a style at once substantial and elegant; while the 'tween decks accommodation for the soldiers is upon a plan calculated to give much more comfort than our red jackets have usually secured in temporary arranged transport ships, or even in other Queen's troop-ships. Each of them will be able to convey at one time, in addition to the regular baggage, accoutrements, arms, and stores—

- 41 Officers,
- 12 Ladies,
- 18 Children of officers,
- 12 Staff-sergeants, with their wives and children,
- 910 Men, with their wives and children, and
- 6 Female servants,

And, when necessary, 26 officers in addition may be taken, by putting three instead of two into the spacious cabins intended for captains and subalterns, and by swinging some in cots.

To fully understand the difference between these ships and those in which our gallant soldiers have hitherto been taken to and brought home from India, it would be necessary to go on board one of the best of the East India merchant-ships, and then to pay a visit to one of Her Majesty's Indian troop-ships, and it would then be seen how much superior is the accommodation, and how much the comfort of the officers, and the men, women, and children has been studied. The establishment of this Overland Troop Service has, in fact, caused a change to be made for the benefit of the soldier, which could not have been dreamed of a few years ago, and we congratulate the Indian Government, the Admiralty, and especially the Director of Transports and the Chief Constructor, on the commencement of this well-organized service. We congratulate the army, also, especially those men who may,

unfortunately, be obliged to come home as invalids; and we feel sure that, in consequence of this valuable addition to the fleet of troop-ships under the pendant, many hundreds of gallant fellows will return to England, and recover their health and strength, who would, under the old system, have remained in India, or have died on the voyage home.

Even if there should prove to be no actual saving to the Indian Government in, what may be termed, the commercial sense of the term, and it should eventually turn out that the cost of the Overland and Cape routes are the same, there will still be a saving of that which is of incalculable value—human life; and this saving may, probably, be considerably increased if, after this new service has been at work for a season or two, and it has proved to be successful, as we doubt not it will be, the authorities at the India Office should determine on adding to the number of steamers, relieving the regiments more frequently, and reducing the term of service in India.

SOME OBSERVATIONS ON THE FUTURE EMPLOYMENT OF MOUNTED RIFLEMEN.

BY AN OLD INFANTRY-MAN.

In penning the following brief observations on the future employment of Mounted Rifle Corps, the writer has sought to call attention to some points which appear to him to have been hitherto somewhat overlooked.

Much has of late years been written about such corps. Many exaggerated views have been put forth, of their supposed powers of mobility, and of their alleged superiority to all other descriptions of mounted troops. It cannot be denied that on many occasions in India, from the days of Lord Lake to those of the Mutiny, and also in the armies of the North and South alike, in the recent American struggle, such corps have rendered valuable service, and some graphic sketches of their performances may be found in the pages of Sir H. Havelock's recently published work; but, it appears to the writer desirable that the subject should be divested, as far as possible, of theory, and presented to the military reader in a plain matter of fact style.

An able pamphlet, lately brought out,* which has been attributed, it is believed correctly, to an officer high in position in India, thus deals with the question from an Indian point of view:

"The powers of rapid movement supposed to be possessed by mounted riflemen, will not bear close examination.

"Mounted riflemen, like other British troops, require food and comforts of a nature not to be had, save from the Commissariat;

* Memorandum on Sir H. Havelock's Book, by W. H. N.

and provision must be made to carry such comforts, and to carry those who fall sick, or may be wounded. The feat of 5,000 riflemen riding from one end of India to the other, at the rate of twenty-five miles a day, carrying all before them is simply impossible. This march would last for a hundred days; and supposing they carried all before them, including forts, &c., what time would have been left to clear the country on the flanks of the line of march? What possible impression could be made by such a mode of campaigning? What would have become of the sick and wounded, of the numerous lame horses . . . ? How are the grass cutters to obtain grass, if, day after day they are to march twenty-five miles; and how are meat, rum, and bread to be obtained for the men?"

"Native troops can do more (than Europeans,) as they have less encumbrances; but even by these the best march on authentic record, (not alluded to be Sir H. Havelock,) that of the Guide Cavalry and Infantry from Murdan to Delhi only averaged 26½ miles a day for twenty-two days, and this was in a country the resources of which were entirely at their disposal, aided by a British Civil administration, the corps, moreover, being full of zeal to reach Delhi, and under the command of a very active officer."

But, while thus proving the fallacy of supposing that mounted riflemen can thus outmarch other descriptions of cavalry, and act independantly of their supplies; and that, moreover, large tracts of our Indian Empire are either altogether, or at certain seasons of the year, wholly unsuited to the movements of such troops; he admits that "such a force might be useful to a certain extent;" and appears to think that two or three of our cavalry regiments might, for the sake of experiment, be advantageously altered into mounted rifle corps.

Of the Indian side of the question, the writer of the present article feels himself incompetent to speak; but a reference to our military history in times past, would lead him to infer that, however desirable it might be to provide such corps, the small proportion of Cavalry regiments in our service might often render it impossible to divert them from duties which specially belong to them for the performance of those of mounted riflemen.

The recent Continental campaigns have shewn that the rôle of the Cavalry is not played out as some writers have asserted, that "needle guns and rifled artillery have no more driven cavalry and even heavy cavalry from the field of battle, than they have from the theatre of war;"* and it may therefore be questioned whether any such modification of any portion of our cavalry be desirable; and whether, if such corps be needed, they should not be furnished from the ranks of the Infantry?

Of the advisability of thus equipping Volunteer and Irregular

* Hozier's Seven Weeks' War.

U. S. MAG. NO. 467, OCT. 1867.

Cavalry, it appears to the writer, there can be no question ; and it is much to be regretted that a system so eminently adapted to some of our colonies, like Australia and South Africa, should have hitherto received so small a share of attention.

One point may be here briefly adverted to, for, trifling as it is, it has no doubt an effect on the popularity and consequent success of such corps ; this is the rigid and somewhat ostentatious utilitarianism of dress and equipment which has been hitherto considered indispensable to mounted rifle corps.

As long as the men are at home in their saddles, handy with their rifles at long and short ranges alike, (and hundreds such can be found in the colonies just referred to,) and are, moreover, able to perform the few simple manœuvres prescribed by the War Office Regulations for Mounted Rifle Volunteers, it is of little importance how they are clad.

Unquestionably, the most serviceable, and in the eyes of a practical soldier the most suitable dress, would be one similar to that worn by the well-known Droxford Foxhunter's Troop, (1st Hants Mounted Rifle Volunteers,) which has been so often quoted as a model ; but this partakes too much of the character of every day costume in the 'Bush' and 'Veldt,' to find favour in the eyes of youthful settlers, to whom the opportunity of displaying a showy uniform on Royal birth-days and other red-letter days of colonial life, is a privilege too highly prized to be easily parted with. Thus we find, that where such volunteer corps exist, the most popular are those which, under the varying designations of Volunteer Cavalry, Carbineers, Yeomanry Cavalry, &c. are, or rather fancy that they are Cavalry '*pur et simple*.'

Now, if braided tunics of green or sky blue, helmets of German silver, or busbies of bear or kangaroo skin, have thus such potent charms ; there can be no good reason why the taste of the wearers should not be gratified ; though it is certainly not desirable to associate them with the clumsy equipments of our own Yeomanry corps of forty years back, or with the attempted performance of cavalry manœuvres, which neither men nor horses have sufficient opportunities for acquiring properly.

It appears to the writer, that if all such mounted corps were required to conform to the admirable system of drill laid down for mounted rifle volunteers, the utility of the Militia and Volunteer forces of our colonies would be materially increased, while the dress, appellations, and other minor details of such corps might safely be left to themselves.

Thus far, however, the writer's remarks have referred to the employment of cavalry, regular and irregular, in these duties ; there remains the more important consideration of the possible employment of Light Infantry and Riflemen, temporarily mounted, for the same purposes.

The necessity for occasionally moving bodies of Light Infantry

either alone, or in combination with Light Cavalry and Horse Artillery, at a greater degree of speed than can possibly be attained by men on foot, is no novelty. In the Cornwallis Campaign of 1781, a detachment of the old 76th Macdonald Highlanders thus co-operated with Tarleton's Dragoons. During the campaigns against Hyder Ally, and in other of our earlier operations in India, detachments of the Company's European Infantry were repeatedly horsed, and rendered valuable service, both as cavalry and mounted infantry. In 1796, a small party of the 98th Highlanders (now the 91st), under a Lieutenant McNab, were mounted and proved very useful in the operations against the Dutch, and in the arduous forced march from the camp at Simon's Town to Saldanha Bay, on the unexpected arrival of the Dutch fleet there. In 1806-7, two mounted companies—the writer believes of the 1st Battalion, 54th—did good service under the late Marshal Beresford at Monte Video. The necessity of thus moving light troops was not unfrequently experienced in the Peninsula, and was usually met by the somewhat clumsy expedient of mounting the riflemen on the cruppers of the troop horses of the cavalry attached to the light division. In 1835, a company of the 75th, thus performed good service at the Cape, under the command, we believe, of the late Major-General Sutton, C.B., (then Lieut. Sutton). Other companies similarly mounted, rendered efficient service in the Kaffir wars of 1846-7, and 1851-3, for not only was the efficiency of small parties of Infantry thus immeasurably increased, a fact which though undervalued at that time, has been since recognized in the formation of the admirable bodies of mounted police, both in the Cape and Australia, but the men were, in some degree, relieved from the fatigues which proved in after years so fertile a source of invaliding in the regiments employed in these harassing and too often fruitless operations. The value of such corps in India was recognized by writers long before Sir Henry Havelock entered the service; and among other officers who have been impressed with the importance of troops of this description, may be mentioned the late Lord Hardinge, who is known, on his return from India, to have expressed himself strongly in favour of such a force.

Admitting then, the positions; that such troops may prove useful in certain cases; and that it may not be always possible to divert our small existing force of cavalry from the duties which specially pertain to them, for the performance of others belonging more strictly to Light Infantry; it becomes a question whether our rifle regiments and light battalions might not be usefully trained to such duties, so as to enable them to take the field in cases of necessity, as mounted riflemen; or to avail themselves of means which may be placed at their disposal for obtaining greater rapidity of movement in certain individual instances, as where it may be desirable to throw forward a body of riflemen more rapidly than could be done by the march of infantry alone.

The pamphlet to which we have already referred, gives a good example of the latter case in the camel corps formed by Lord Clyde in 1858 :

"It was composed of four-hundred camels, each camel having a driver armed with a carbine. For each camel there was also a soldier, who, in a few days, became quite accustomed to the camel's motion, and could stand the longest marches with little fatigue. Two hundred admirable soldiers of the Rifle Brigade, and two-hundred Punjaub Infantry made up this corps of four-hundred men, besides drivers. Under an active and intelligent commander the corps made some extraordinary marches ; and as provisions for the men's comfort could be carried on the camels, while no forage was necessary to be taken for the animals, the powers of movement of such a corps were far superior to any that could be expected from mounted riflemen. The four-hundred drivers could, at any time, protect the animals, and four-hundred excellent infantry were thus capable of being brought fifty miles in a night, and thrown into action without leaving a man with the animals that carried them."

But camels are not everywhere procurable, and even if they were, the peculiar effects of certain kinds of herbage upon them—which cost Sir Samuel Baker so dear in his earlier efforts to reach the sources of the Nile—would probably often present unforeseen difficulties in their employment in new countries. We are therefore brought back to consider the employment of horses or mules (?) for this purpose, and three points appear to require special attention :

1st. That the men should require a sufficient knowledge of riding and of stable duties to enable them to act with effect, and to take due care of the animals entrusted to their charge.

2nd. That some simple plan of accounting for the supplies, &c. of troops so employed should be recognized, which would prevent any unnecessary increase of the regimental returns and accounts, already so voluminous.

3rd. That a system of allowances (similar, perhaps, to the 'saddle allowance' of the officers of the Cape Mounted Rifles,) should be granted to officers while employed on mounted duty, such allowance to be so arranged as to be free from the vexatious quibbles and delays which now, in the face of the positive character of Her Majesty's instructions, almost invariably arise in the issue of field allowances to troops in the Colonies, when suddenly ordered to take the field.

The writer feels somewhat reluctant to enter further into points of detail, but he trusts his observations will be accepted by the reader in the spirit in which they are tendered, as suggestions which may lead to the consideration of the subject by those more capable than he is of pronouncing judgment on it.

In regard then to the first point. Might it not be possible,

at a comparatively small cost to the public,* to arrange that one or two single battalions of Light Infantry or riflemen should, from time to time, be horsed and practised as Mounted Riflemen, during their stay at Aldershot, or at the Curragh, (on the same principle that some years back each company of the Royal Artillery, before proceeding to a foreign station, were required to pass through the field batteries at Woolwich for the practice of mounted duties.)

The duties to be learned by these corps, it is almost needless to say, would not extend to wonderful cross-country flights of horsemanship, nor to the use of the rifle from the saddle, which imaginative people appear to regard as the special rôle of Mounted Riflemen, but simply of a fair knowledge of riding and stable duties; the practice of route-marching mounted; and the exercise by companies, as now laid down for Mounted Rifle Volunteers.†

Without a systematic practical acquaintance with the first two points, whatever the zeal displayed by the officers, it must be patent to all who have marched with horses, that the animals would soon prove a useless and costly encumbrance.

With a fair knowledge of the above details, the writer submits that the mobility‡ and general utility of our so-called Light Infantry Corps would be greatly and materially increased, at a comparatively small outlay, and in a manner which he ventures to think would, after a short trial, be by no means unpopular with either officers or men.

It may be asked would a year's occasional training for single battalions secure this advantage? In reply, the writer would instance the case of the Royal Artillery some years ago. In the long period which elapsed between the reduction of the late corps of Royal Artillery drivers and the present organization by brigades, every officer, non-commissioned officer, and man was supposed to be instructed in mounted duties; and despite the extremely small proportion of field batteries actually horsed at one time, and amid all the varying demands of Colonial service, the writer is not aware that a single case ever occurred, of a company having

* The horses might probably be supplied by a decrease in the number of mounted men in certain Cavalry regiments at home, say those next on the roster for India.

† The writer would not be understood to undervalue the efforts now making to improve the physical resources of the soldier; but he would observe that movements in double time are only applicable to very limited distances, and when carried too far, are apt to produce the evil results ever attendant on over exertion and over-training. The latter, he has been informed on good authority, have been not altogether unknown in some French regiments, in which movements at the 'pas gymnastique' have been carried to an ill-advised extent; they certainly are not desirable to add to our already heavy list of military disqualifying agencies.

‡ It would not be necessary that these corps should be permanently horsed. In many Colonies light active horses could be easily obtained when required. What is called Bât-horse allowance of forage would be amply sufficient for them, and however hardly worked in the field, if care be taken to prevent their contracting permanent sore-backs, a month or two in stables would ensure their selling for more than cost price at the conclusion of operations.

proved unfit to undertake any duties either as Cavalry, Infantry, Horse or Foot Artillery, or Military Train, which it might have been called on to perform.

The extra staff required for a corps thus provisionally mounted, might, it is presumed, at first, be temporarily detached from one of the Cavalry Riding Establishments, and be transferred with the horses.*

The carriage of forage and provisions for troops of this description, when in the field, and the care of the horses whilst the men are acting as Infantry, matters which presented no difficulties in the case of the Indian Camel Corps, would need careful consideration; but it must be observed, that the same difficulties present themselves in the employment of cavalry in like manner, and that they are, probably after all, not as formidable as they at first sight appear.

The second point—the simplification of regimental returns would, the writer imagines, offer no unsurmountable obstacles: and in regard to the last point—the allowances to corps so employed—he would express a hope that when other more pressing and important considerations shall have received their mead of attention, the subject of the allowances and charges to troops employed in the field, more especially in the Colonies, may receive the attention it requires. As the case now stands, it would seem that a want of an understanding between the Home Government and the Colonial authorities, sometimes leads to uncertainty as to whether the cost of certain operations will be allowed by the Treasury, or thrown back on the colony; and difficulties thus arise as to the issue of field allowances to troops so employed, and as to the method of accounting for the cost of camp equipage and stores thus fairly expended.

However politic such precautions may be as a preventative of the cost of petty colonial operations, (which possibly may not meet with a full approval in Downing Street,) falling unexpectedly on the Home revenue; it is certainly undesirable that the troops should be made to suffer for it in the execution of their duty, and that Her Majesty's regulations for the Army in such cases should be virtually ignored.

NOTES ON ABYSSINIA.

Suggestions are plentiful and easily made, and if the Government were to pay attention to all these, it would probably result in the expedition ending as unfortunately as the journey of the old

* A felt 'numnah' and a saddle similar to that proposed in 'Nolan's Cavalry,' would perhaps be best. The Cavalry saddles in the War Department Stores are unnecessarily heavy, and are, moreover, intended for larger horses than are needed for Mounted Infantry. Hunting saddles, without great care, invariably cause sore backs, when horses fall away from long-continued service in the field.

man and his ass of pleasant memory. Without waiting to learn whether there is any reason why we should not use the same means of transport as is ordinarily used in making the journey from Massowah into Abyssinia, one man writes to propose that oxen should be employed; and another suggests that oxen should be employed, and that a certain number of them should be eaten every night, being first cooked with the vehicles which they had been dragging: a case of burning the boats, which might be attended with some inconvenience when the expedition began its march back to the coast. Then as regards the carriage of the guns; one wants them carried crossways, another lengthwise, a third that no pack-saddle at all should be used, but that they should be carried in bags, and a fourth would put them into a sedan chair. Then as regards the country to be passed through, and the opposition we are likely to meet from the natives, no end of diverse statements are current, and various authorities are quoted. Consul Plowden has given a pretty full account of the difficulties which even small parties have to contend against in making the journey, and which will, of course, be greatly aggravated in some places in the case of a force so numerous as that we must send there. There is also somewhere in the Foreign Office a map of the norther frontier of Abyssinia, made by our unfortunate countryman from his personal observation. The distance from the coast to Northern Abyssinia, which is that where the Christian religion is professed, is from ninety to one hundred miles. It is occupied by many different tribes, all of which levy tribute on merchandise on condition of providing guides and protection. As some of these pay tribute to Turkey, and others are bitter enemies of King Theodore, there does not appear much reason for anticipating that our troops will meet with any serious obstacles except such as arise from the climate and the nature of the country to be traversed, unless the Gallas should decide on fighting in defence of the King. The number of the warriors of the people just mentioned is estimated at twenty thousand; most of them gallant horsemen, well-skilled in the use of their weapons, fighting on the system of the Parthians, that is to say, fighting when they choose, flying when they please, and availing themselves of every opportunity of harrassing their antagonists. Fortunately these men are like Dugald Dalgetty of old, and are generally willing to sell their services to the highest bidder; we may therefore hope that our Government will be able to buy them, otherwise the danger to which the expedition will be exposed from their attacks during its passage through their territories are too evident to need specifying; especially as they actually delight in war, and are constantly engaged in it.

Plowden describes Abyssinia as a range of vast table-lands and fantastic mountains alternating and varying in elevation from 4,000 to 14,000 feet above the level of the sea. The country is intersected in various directions by deep valleys, which form the beds of

some of whose letters have been published in different English newspapers.

In the particular letter we have before us, after speaking of the offers he had made to the British Government to obtain the release of the captives, he says "that the Emperor Theodore was at Debrabor with forty thousand men; that a division of twenty thousand others was concentrated between Gondar and Matemma or Galabat, and that a like number of sharpshooters occupied Teegray. The Emperor was aware of the intention of England to send an expedition against him, but he had no fear of the result. He had issued orders to defend with the utmost desperation every pass, to place obstacles in and to break up every road, miserable as they are already, burn the towns and villages; to kill and throw the bodies of animals into wells and watercourses;* to burn down the forests, and while evading an actual conflict with the invaders, to harass them in every possible way, until they were worn out by fevers, privation and toil. The King had also induced the priests to proclaim in every church and public place that the object of the invaders was to destroy the worship of the Virgin Mary, and to force the Abyssinians to become apostates. To those who died in battle they promised paradise and immortality, to those who hung back they threatened excommunication and consequent damnation.† "All the letters which have arrived from Abyssinia, one of which was written by the most intimate counsellor of the Emperor, agree in saying that the entrance of the English expedition into Abyssinia would be the signal for the slaughter of every one of the captives."

The probability of the King carrying out his expressed intentions will be estimated by the knowledge we have of his character. The son of a chief, who certainly was not the most powerful in Abyssinia, he early imbibed the idea that he was destined to become the ruler of the whole of Abyssinia, and even to extend his conquests to Egypt and Turkey. The feudal system at that time prevailed in Abyssinia; the chiefs great and small did that which they saw fit, in defiance of the authority of the nominal emperor; and if the latter sent a body of troops against them they either fought them, or if they were too numerous to be successfully resisted, they abandoned their villages, and with their armed retainers, took service with a more powerful chief, who received them gladly, on account of the increase of power it gave him. The young Kasai, who is now known as King, or the Emperor Theodore, quietly but firmly determined to suppress this system. By degrees he strengthened himself, and eventually became strong enough to resist suc-

* The horrible effects produced by drinking water so poisoned in a hot climate are most forcibly described in Joinville's *Ancient Memoirs of the Crusade of St. Louis in the Holy Land*.

† The Abyssinians have an almost inconceivable dread of this punishment. See Consul Plowden's Report.

cessfully the army sent against him by the queen-mother. As politic as he was brave, he saw that notwithstanding his victory he was not yet strong enough to stand against the whole force that could be arrayed against him; he therefore boldly ventured to the court, and so ingratiated himself with the Ras, or Emperor, that the latter gave him his daughter to wife. His designs were in no way altered by his marriage, rather the contrary. His principal rival was the chief Oobeay, who governed Teegray as absolutely as though he owed no fealty to any man. It is not unlikely that the fear which this powerful chief inspired in the mind of the Ras had something to do with the reconciliation of the latter to Kasai, whom he may have regarded as an instrument to reduce the power of Oobeay to narrower limits; at all events it was sound policy to get them to war against each other, as by so doing they strengthened him in proportion as they weakened themselves. Kasai declared war against Oobeay, and marched his troops with such rapidity that they arrived at Teegray long before they were expected, and though a large army was sent out against him he defeated it, took his rival prisoner, and captured his treasury, which was exceedingly well filled. Having so completely crushed the greatest chief of all, to put down the rest who did not at once submit to his authority was only a work of time; and ultimately he trampled out all opposition to his authority, and acquired the sovereignty of the whole country. Instead of a number of petty chiefs exercising as far as they dared the power of life or death over their subjects, he appointed a great number of the men who had distinguished themselves in the contests he had waged as rulers over districts, and to these he gave what are termed shirts of honour, but they were so numerous that they had no power, even if they had the desire, to resist his will. Their position, in fact, is one of great social dignity, and though the ruler over five villages is inferior to the ruler over thirty, he will have his taster, his master of the horse, and other court functionaries, even if they exceed in number the rest of the household, guards and all.

To have risen to such a position, it is quite evident that the King is no ordinary man; and we have authentic testimony, in addition to the evidence of facts, to prove this. Consul Plowden, who lived with him a considerable time, had ample opportunities of speaking on this point from his own knowledge, and he had also the advantage of the information of our countryman Bell, who held the post of Commander-in-Chief of the Army and that of Grand Chamberlain. Had these two men lived we should never have heard of "British Captives in Abyssinia." The King had the fullest confidence in them, and though he would not at that time allow Plowden to reside in Abyssinia in an official capacity, owing to his jealousy of all authority beside his own, he would probably have negotiated a treaty with our Government if Plowden had not been unfortunately killed by a body of rebels; on whom the King

afterwards took a signal vengeance, killing one of the leaders with his own hand on the field of battle, while Bell killed another, but was immediately slain in retaliation by a relative of the latter. The result of this bloody engagement was that the rebels were utterly defeated, and a very large number taken prisoners, many hundreds of whom were put to death after the battle as traitors, but more probably because of the rage the King was in at the loss of his friends and advisers, Bell and Plowden.

Distinguished as the King is for his bravery on the battle-field, and his great strength and skill in the use of his weapons, he was not less so for the great austerity of his character. As a general rule an Abyssinian will do anything, and he will hear and laugh at any charge of immorality, however gross, but the King formed an exception, and though in the last ten or twelve years his character in this respect may have changed, we have seen no evidence of this. That he has become more harsh and irritable than formerly we can easily conceive; events have occurred which could hardly fail to produce this result in the case of any absolute ruler, and especially in the case of a man so impatient of opposition as he is. At the same time it is only doing him common justice to bear in mind that he received great provocation from Stern, who insulted the memory of his mother by describing her as a fruitwoman, and when under examination on this subject personally insulted the King himself by appearing to bite his thumb at him, the most deadly provocation that can be offered to an Abyssinian. We shall not know until Consul Cameron is able to make his report to our Government, free from all pressure, what influence has been exercised on the King's mind to induce him to act as he has done; but there is evidence enough, derivable from a variety of sources, to prove that adverse influence has been exercised to prejudice him against our countrymen.

To return to more general subjects—the influence of the priests is almost unbounded, and so far from being diminished by recent events, supposing the statements of the successes of the rebels to be true, is very possibly increased. Customs, morals, and all the social ties are moulded by them, but with the wisdom which distinguishes the dominant priesthood in most countries they have a great dislike to change, and consequently, these have remained almost unchanged through international wars, and the gradual decay of a wide and Christian empire. There are no obstacles in the way of free inquiry if the people choose; but generally they do not choose; they are content that their children shall receive the same amount of education they themselves received, which is usually confined to the Psalms of David, and these taught them in a language they do not understand, but which they are advised to repeat daily. The services of the church are conducted in the same language, but the priests alone have any knowledge of the Gospels read by them. The power

of the clergy is, to a great extent, derived from the practice of confession and absolution, and the power they have of excommunication. One additional bond of union between the clergy and the Emperor is their mutual dislike of the Roman Catholic religion, the former dislike it from motives of jealousy, and the latter because it sets up an authority beside his own. The people adore the Virgin Mary, and a great number of saints and angels, but it is only an outward form, and does not influence their conduct; their chief observance is in the matter of fasting, and in this they are very strict, and many a man who would think little of killing another would be shocked at the thought of eating on a fast day, though fast days are so numerous as to include nearly a third of the year. Churches abound, and the Abyssinians respect these as the dwelling places of the saints, whose names they bear, and a particularly religious man would not pass a church without kissing one of the stones of which it was built. Nunneries there are none, but monasteries there are, and as many scandalous stories are told of them as of similar associations in this country in the days of Henry VIII. The head of the church bears the title of Aboona; he is always a Copt, and his appointment is vested in the Patriarch of the Coptic church. The state in which he lives resembles a good deal that of the Pope's legate of old in England. "All churches must be consecrated by him, all priests and deacons ordained by him; crowds of pilgrims are always waiting in his courts, sometimes mixed with men of rank, some to obtain a blessing, or to be absolved from deadly sin, a great number to be made deacons. Worn with a journey of perhaps months, priests are there in flaunting red garments, carrying a mysterious box, wherein is kept the Holy of Holies of each church, like the ark of the covenant, waiting for the blessing of the Aboona, which is equivalent to the consecration of that church." His sentence of excommunication is much dreaded, and he has great influence in all the political and war movements in the country. At the same time he dare not act in opposition to the clergy, nor could he safely set at naught any doctrine or tradition of the church, and beyond the possession of great power he does not seem to enjoy any special privilege over the clergy, except that of being entitled to take a new wife if he should have the misfortune to lose that he had.

It must, however, be acknowledged, that to the church belongs the little merit there may be in not suffering learning to die out of the country altogether, and there are not wanting many priests who run great risk of losing their lives, and incur the certainty of great suffering in making pilgrimages to the ruins of churches in desolate places; but the great bulk of the priests think only of eating and drinking, both of which they do in excess, and even practise greater vices than these, though without diminishing their influence over their congregations. We might say much more on this part of the subject, but we think we have said enough to show the amount of

influence that will be used to excite the nation to oppose our little force, and to wage against it a war of extermination.

Commerce is held in very slight esteem by all classes, but the sight of a trader is gratifying to the chiefs who dwell in the countries surrounding Abyssinia Proper, because it means gifts, or barter, or the opportunity of disposing of some of their subjects as slaves. Considering the perils to which these traders are exposed during nearly the whole of their journey, and the innumerable "squeezes" they have to submit to from everybody who possesses power of any kind, it is a wonder how trade can be carried on at all. A single trader, travelling with a small escort, is in constant peril during the whole of his journey, but where a number of them unite in forming a caravan, and engage a strong escort, they are generally safe from attack, especially as it is well known they will die in defence of their goods. But even supposing them safe against the attacks of men, they have to risk the loss of their mules and other animals from wild beasts. The following account is derived from the report forwarded to Lord Clarendon by our Consul, who had himself travelled through the district, and who subsequently rendered good service to traders by his energetic representations to the Turkish authorities. Everything is transported on horses, mules, or donkeys, and in consequence of the natural difficulties of the way the progress made is exceedingly slow. A caravan at each halt makes a camp near some spring or river. The packages are built up into stacks with small spaces between them, in the form of cells, which serve as sleeping places for the owners. The mule drivers sticks are laid across these holes, and serve as supports for the soft waterproof hides which are laid on them. All round these the attendants erect temporary huts, and in the centre of this enclosure the animals are placed. While this is being done by those who are appointed to the duty, other attendants are cutting and bringing in grass, others are trading with the nearest villagers for supplies of provisions, while others are making large fires partly for cooking, partly to keep off wild beasts. So thoroughly accustomed are those men to the work, that a large caravan will break up the encampment, and be on the march again in half-an-hour. Of course the services of men like these will be available to us to any extent that we may desire, and at the same time will serve us as guides through their own country.

In dealing with these villagers and their chiefs it is a fortunate circumstance the articles they chiefly prefer are almost all our own manufactures. They comprise red cloth, calico, silks, and velvets, printed cottons, red and blue Indian bunting, tobacco, some kinds of Egyptian cloths, American drills, glassware and beads, and, as a means of buying the influence of the priests, a good supply of frankincense should be taken by our expedition. To bribe the principal men of the tribes through which our soldiers must pass, nothing would be better than percussion muskets and sabres. It

must not be supposed, however, that they cannot appreciate the difference between a smoothbore and a rifle, or between an Enfield converted and one in its original condition. But probably the most useful means of procuring supplies from villagers after getting well into the country, will be salt cut up into small blocks, which can be bought in the Saltal district, and increase in value with great rapidity at every mile passed over; it is, in fact, the same thing as money among us.

THE SPANISH ARMADA AND THE PORTUGAL VOYAGE.

The "glorious days of good Queen Bess" used, once upon a time, to be considered as the period of the rise of the English Navy, and even now, interest attaches to the deeds of such men as Drake, Frobisher, Norris, and Essex, who seemed almost equally at home whether on land or at sea, provided that they had the rich and hated Spaniard to contend with. Some of their exploits, it must candidly be allowed, were far more of the piratical order than would now be tolerated, but the theory of "neutral rights" and "non-intervention" had not then been broached, and therefore the men that we are about to speak of must not be judged by the principles of the amiable Peace-at-any-price party.

When the Invincible Armada had come to grief, in the summer of 1588, a very natural impulse took possession of the English people, and this was to carry the war into Spain, and by "burning, sinking, or destroying" any ships that might be found in Spanish harbours, to render any renewed attempt against Old England an impossibility. This was all that the nation aimed at, but statesmen and commanders had wider views, and they resolved to attempt a great deal more, though in the end they accomplished a great deal less. But to explain their views it will be necessary to go back some ten years before the date of the Armada.

In the year 1578, Sebastian, King of Portugal, perished in battle against the Moors. He was succeeded on the throne by his uncle, an ecclesiastic, known as Cardinal Henry, who died two years after. Philip II. of Spain, who also was an uncle of King Sebastian, now claimed the crown of Portugal, and his renowned general, the Duke of Alva, soon made a conquest of the country. There remained, however, still another uncle of Sebastian, called Don Antonio, who, as prior of Crato, was the head of the military order of St. Bento d'Aviz, and who had seen considerable service in Africa, though he did not accompany his nephew on his last fatal expedition.

Antonio now claimed the crown as a native Portuguese, although illegitimate, but he was only indifferently supported by the people,

and he was soon driven out by the Spaniards. After a time he gathered a force, and made an attack on the Azores, but here he was beaten off by the Spanish Governor, and all of his followers who were captured were put to death. He attempted to raise a fresh army, but could not succeed, and at last, wearied out, he sought refuge in England, where he lived for some years little regarded. When the retaliatory blow for the Armada was determined on, Don Antonio managed to interest Sir John Norris in his cause, and the "Portugal Voyage" was the consequence. But we see plainly, from the papers in the Public Record Office, which form the basis of our narrative, that the poor Don was a mere puppet, and his restoration a matter that did not greatly trouble the "adventurers," as those who supplied funds for the grand joint-stock plundering expedition were called. Their design was to burn the Spanish shipping wherever they could find it; "by God's assistance, to sack the city of Lisbon;" and lastly, to gain possession of the Azores, as a good position for intercepting the Spanish treasure fleets. The Don was to be landed in Portugal, and if he could maintain himself there, well and good, but at any rate Lisbon, after the sack, was to be "held for Her Highness' use," disinterested love of Portugal not being even pretended.

Sir John Norris and Sir Francis Drake were what, in modern times, would be called the "promoters" of the scheme, and they managed to interest all classes in it, as the "subscription list," which is headed by Her Most Gracious Majesty Queen Elizabeth, also contains a London widow, who ventured her £50. Norris seems to have taken the chief part in the negotiations with the Court, which were necessary to give the affair a start, and on the 19th of September, 1588, he wrote thus to Lord Treasurer Burghley, and the attack on the royal purse proved successful.

"If it will please Her Majesty to nominate a treasurer for the whole adventure of the voyage, and to put into his hands £5,000 as parcel of her adventure, the adventurers shall bring up and deliver into the said treasurer's hands their whole adventure of £40,000, before that Her Majesty shall need to furnish the rest of her adventure; and the £5,000 desired before-hand to the treasurer of the voyage, not to be issued but with the consent and liking of the Queen's Treasurer; and if the journey should fail by any default on the adventurers' part, for not being able to bring up their whole portion, they shall put in sureties that so much of the £5,000 as shall be issued as aforesaid, shall either be repaid to Her Majesty, or else the armour bought therewith to be delivered to Her Majesty at such prices as it shall be worth in London."

A month later he sends to Burghley a list of the principal adventurers, modestly omitting his own name and Drake's. Among them we find Sir John Borough, Sir Roger Williams, Sir Charles Blount, Sir Charles Cavendish, Sir Edward Moore, Sir James Hales, Captain Hutley, Sir Edward Norris, Sir H. Norris, Sir Ed-

ward Wingfield, Sir Philip Butler, the Earl of Northumberland, and Lord Rich; this is the order in which he gives them, "from which, perhaps, we may conclude that the "men of the sword," such as Sir John Borough and Sir Roger Williams, were more forward than the nobility, though eventually the expedition was joined by the wild and wayward Earl of Essex, in direct defiance of the royal command.

Two days after this list was sent, viz., October 16, the following requests and "remembrances" were addressed to Sir Francis Walsingham, the Foreign Secretary:—

"It may please your Honour,—In viewing the ships appointed for this voyage, we find that one ship of greater room were very necessary in respect of the King of Portugal, and such other company as goeth with us. Thereupon I have written to my Lord Admiral that the Queen will favour me so much as the Victory may be one, which, by the opinion of Sir Francis Drake, is a ship very fit for the purpose, and that may very well be spared. We therefore humbly beseech your Honour to add your furtherance towards my Lord Admiral, that the same ship may be obtained, wherein I trust your Honour shall find my Lord Admiral not hard to be intreated. I send your Honour a note of remembrances, having appointed Dr. Doyley to attend upon your Honour for anything that it shall please your Honour to command me. Thus resting to trouble your Honour any farther, I humbly take my leave. Canterbury, this 16th October, 1588.

"Your Honour's assuredly to command,

"J. NORREYS.

"REMEMBRANCES.

"*Collection, Clergy.*—That it will please your Honour to treat with my Lord of Canterbury and such other Bishops as your Honour shall think fit, for a general contribution from the clergy, and to that end to procure Her Majesty's letters, or my Lords of the Council's, if it shall be needful.

"*The Lords to contribute.*—That your Honour will move my Lords of the Council to enter into adventure with us, for the better gracing of our journey.

"*3,000 quarters Wheat; 2,000 tuns Beer.*—That your Honour will please to procure the license for wheat and beer, and the same to be given to George Lesto.

"*Lord Admiral; Victory.*—That your Honour will further us to my Lord Admiral to have the Victory.

"*Hurleston, Treasurer.*—That it will please your Honour to favour Mr. Hurleston to be our treasurer, and that he may have that which the Queen doth order him before his going."

Most, if not all of these requests seem to have been granted, and we may presume that the work of preparation went on merrily. Commissions were issued in Feb., 1589, appointing Norris and Drake joint Generals of the expedition, with a provi-

sion of successors to the command in case of a mischance, couched in language more pious than now appears in documents issued under the sign manual.

"Forasmuch as the lives of all living creatures are in the disposition of Almighty God, and most uncertain to all human knowledge, therefore if it should be God's will to dispose otherwise than we desire and hope for, of Sir John Norris and Sir Francis Drake, Knights, to whom we have committed the charge of the Army both by land and sea for our service against Spain, so as by the death of them or either of them our said army and subjects in the same should lack persons as heads and Generals to govern them, the same should import great damage and dishonour, and frustrate the honourable actions by them for our service intended. Therefore we do here, by writing signed with our own hand, name and ordain upon such casualty, that if they both should by any accident die, or should by any mischance become unable by notable sickness or hurt, to occupy the rooms in which they are placed, then Sir Roger Williams and Thomas Fenner shall supply their rooms jointly as Sir John Norris and Sir Francis Drake did. And if Sir John Norris should miscarry or become unable as is aforesaid, then Sir Roger Williams shall be joined as a second to Sir Francis Drake, and if any mishap should come to Sir Francis Drake, then Thomas Fenner shall occupy the other. And we will and command that in case this our appointment shall be needful to be executed, (which we desire of Almighty God may not happen, according to His accustomed favours shewed to us in all our just actions for our defence), then that all persons that shall be in our said army shall obey the persons above-named to supply the places that may be void in all respects as they ought and should have done to our said two Generals, or to either of them, upon pain of our indignation, and of all extreme punishment that ought to be due for any that in such a case of weight for our service and our honour disobey our commandments. To which end we will that this ordinance shall be published to our whole Army, when any cause shall be given to put this in execution.—Feb. 23, 1589."

But though the good Queen had been prevailed on, not only to subscribe to the adventure, but to take the trouble of naming the commanders, she was "with saving knowledge blest," and therefore desired to see how the expenses were to be repaid to her if she advanced them in the first instance. Accordingly, just about this time, Sir John Norris sent in what Lord Burghley indorses as "A note under Sir John Norris' hand of the chief points agreed on for the repayment of the charge of the preparation of Portugal." It is as follows:—

"A note of the King of Portugal his promise for the reimbursing of the adventure and paying of the soldiers that shall serve in the enterprise.

"His Majesty will give assignation for the £10,000 to be de-
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livered to the English merchants in Morocco, to the end it may be seen whether any credit may thereupon be gotten to provide arms for the Portuguese.

"The rest of the adventure, which may be £50,000, His Majesty is pleased shall be paid presently upon his landing, out of such money, wines, oils, salts, or other merchandize that His Majesty shall either by force, contribution or otherwise, procure out of Portugal.

"Towards the pains of the soldier His Majesty is pleased that the money that shall come out of Barbary shall be employed to that use, as also all other treasure that His Majesty shall anyway get in Portugal, and that all officers and soldiers shall, within ten days after the landing in Portugal, be passed musters, and according to the said musters, receive three months' pay; the terms of their service to begin the day of their embarking in England, and after the expiring of the three months, His Majesty shall cause payment to be made monthly one month beforehand, so long as he shall be served by any of these troops."

These fine promises of His Most Faithful Majesty came to nothing eventually, but at first they were readily swallowed, and so many volunteers offered themselves, that a warrant for pressing 4,000 men, which had been granted to the Generals, was found to be unnecessary. The preparations went bravely on, being stimulated by the seizure of a richly-laden carrack, which was suspected of being bound for Lisbon, but was brought into Plymouth, where a company of sharp adventurers possessed themselves of her cargo, and, in consequence, were able to subscribe handsomely for the "voyage." Their names are not given, but they figure conspicuously in Drake's balance sheet, which we subjoin.

"The whole sum disbursed, and by me to be disbursed, as near as it may be gathered by sundry accounts given me, and an estimation made of such as are not yet delivered, amounteth, as by the account appeareth, to £51,188 14s. 8d.

"Whereof, there is adventured by the Queen's Majesty and by other persons these sums following, viz :—

	£	s.	d.
" By Her Majesty, parcel of a more sum resting in Her Highness' Exchequer	15,800	0	0
" By the Lord High Chancellor of England	1,000	0	0
" By the city of London	6,736	13	4
" By the city of Bristol	365	0	0
" By the town of Bridgewater	66	13	4
" By the town of Sandwich	88	15	0
" By the company interested in the goods of the Carrack	5,000	0	0
" By Sir Thomas Pullyson, Knight	83	0	0
" By James Quarles, Esq.	200	0	0

	£	s.	d.
" By Henry Vowell, Esq. . . .	180	0	0
" By Richard Fowler, gent. . . .	100	0	0
" By Bartholomew Barrbin, gent. . . .	100	0	0
" By Captain Fleiske	500	0	0
" By William Campyon, gent. . . .	60	0	0
" By Robert Brooke, of London, mer- chant	40	0	0
" By Mabel Bright, of London, widow	50	0	0
" By the goods brought in by Thomas Drake and William Hawkins, and sold in this town, to the use of this service	3,500	0	0
	£33,870	1	8

" And so the rest disbursed and to be
disbursed by me and some particular
friends, adventurers jointly with me,
beside such as are above mentioned,
amounting to the sum of . . . £17,318 13 0

" And further, there is taken up in this town by me and Sir John
Norris, Knight, 100 butts of wines, for the which we have given
our bills, to be paid at our return from the service.

" April 1, 1589.

FRA. DRAKE."

So far, so well ; but a very few days sufficed to destroy the hopes
of "the company interested in the goods of the carrack." Into
the merits of the question we have now no means of entering, but
we know that the Council did not consider her a good prize ; she
was consequently released, as is grumblingly acknowledged by
Norris and Drake. Still she was made to pay toll for the honour
of being brought into Plymouth harbour. The Generals write
thus, on the 6th of April :—

" Upon receipt of letters from some of your Lordships for
the delivery of the argosy, we have taken present order for the dis-
mission thereof accordingly, which otherwise we meant to have
detained and employed in this service ; for if it be duly looked
into, it will appear that, what shew soever is made, she was bound
for Lisbon or those parts. Howbeit, for the very needful provi-
sion of the army, we have taken out of her one hundred butts of
sweet wine, upon order taken with them for their satisfaction, and
with their assents."

At length all was ready, and the fleet was divided into five
squadrons, consisting of 148 ships, and 32 transports ; but of
these sixty were mere boats, and there were but six Royal vessels,
namely, the Revenge, Nonpareilla, Dreadnought, Swiftsure, Fore-
sight, and Tiger. The mariners numbered 4,100 men, and the
land forces 17,390, in 115 companies of about 150 each ; there

were but 95 horse, and 290 pioneers. The "gentlemen of good quality" numbered, with their servants, 1500, and they bore a very prominent part in the operations, as will be hereafter seen. Sir John Norris and Sir Francis Drake were the Generals, and Thomas Fenner, "Vice-Admiral Captain;" each of these was also "Colonel" of a squadron, the other colonels being Sir Roger Williams (of whom we shall hear more by-and-by,) and Sir Edward Norris; the Rear-Admiral was Captain William Fenner. But the weather was contrary, and threatened to derange all their plans, as it had proved fatal to the Armada in the preceding year. And then arose the question, who was to be at the cost of the detention? Sir John Norris seems to have been the letter-writer to the expedition, and by the two following epistles he brought such a pressure to bear on his Royal mistress as procured the much-needed relief. He first writes thus to Sir Francis Walsingham, the Foreign Secretary.

"It may please your Honour, a most unhappy and contrary wind doth hold us in this harbour, whereby we greatly consume our victuals. We have therefore thought fit to write to my Lords of the Council to move Her Majesty that up n her credit we may victualled so long as the wind hath or shall keep us in, which in our judgment is so reasonable, and set down in the first articles of our contract, as we cannot imagine with what intent it may be refused. We humbly therefore beseech your Honour to second this our motion to my Lords, and to hasten our dispatch; otherwise the voyage will assuredly fail, and then are we past knowing what to do with the army; for upon their discharge every man will call for pay, which will be claimed from Her Majesty, by reason that the soldiers are arrayed by Her Highness' commission; and if there be want thereof, infinite spoils will be committed upon the country, and the arms and furniture lost, besides the dishonour such as the world will exclaim of. We humbly and earnestly beseech your Honour to fortify our reasons with all the help you can, as well as to my Lord Treasurer as to my Lord Chancellor, to the end we may receive a speedy and favourable dispatch. I hope, nevertheless, that before shall come to your Honour's hands we shall be under sail; and thus resting most ready to do your Honour all services, I most humbly take my leave. Plymouth, this 13th of April, 1589. Your Honour's most assured to command,

"J. NORREYS.

"All our ships and commissions that we look for are come."

"My Lord Chancellor," as we have seen, had £1,000 invested in the scheme, so he would be likely to support the application. My Lord Treasurer was the sagacious Burghley, and, not to lose a chance, he too was addressed in the most persuasive of tones, and with success.

"Right Honourable my especial good Lord,—The foul weather

and storms have been marvellous and unwonted at this time of the year, yet, thanks be to God, our shipping hath received very little hurt. The wind remains contrary, which maketh me be somewhat importunate to put your Lordship in mind of our state. If we be not relieved by Her Majesty (the wind continuing contrary) the army must break, and then must order come from your Lordship what we shall do with the army; wherein it will please your Lordship to remember that to dismiss it, or any part of it, cannot be done without pay, without hazard of extreme spoil of the country. The army being broken up by this means, we take it that Her Majesty is to bear all our charges, the matter failing from Her Highness, which we beseech your Lordship to deliver to Her Majesty in most dutiful sort from us. Afterwards we shall humbly beseech your Lordship how honourable it will be that a journey of this quality, so notified to the world, shall break for want of a month's victuals. And thus hoping for some good dispatch from Her Majesty by your Lordship's good furtherance, I will commit the same to God's divine protection. At Plymouth, this 14th April, 1589. Your Lordship's most assured at commandment,

"J. NORREYS."

On the 18th April the fleet sailed, "the Queen," as Drake says, "having been pleased to relieve them with some victual." Many "persons of quality" were on board with the Queen's permission, but another gallant company, with the Earl of Essex at their head, who had been refused leave of absence from the Court, secretly repaired to Falmouth, where they found the Swiftsure, under the command of Sir Roger Williams, who, as an old comrade in the Netherlands wars, was easily persuaded, not only to take them on board, but also to sail in advance of the fleet, so as to render any letter of recall useless. These were speedily sent, and great was the commotion caused by them at Plymouth. The Generals of the fleet write thus to the Lords of the Council on the 7th of April.

"On Sunday last in the morning, understanding by your Lordships' letters sent by Sir Francis Knollys (he was Treasurer of the Royal Household), that the Earl of Essex should be departed from the Court without Her Majesty's license, and then also understanding a ship of Her Majesty, called the Swiftsure, was gone forth to sea that night, we entered into some mistrust and suspicion of the Earl's departing to sea in the said ship. Whereupon we presently sent forth a pinnace to follow the said ship, wherein Sir Francis Knollys went, and therewith wrote our letters to the said Earl (if it should fall out he were there) according to your Lordships' letters, requiring his Lordship to return, and advertising your pleasure in that behalf; but that pinnace not being able to weather the point next the harbour, and thereby forced to come in again that night, this day the

weather being come calmer, we sent forth again to the sea another pinnace, wherein also Sir Francis Knollys is, whereof hitherto we have no news. Immediately whereupon, the Earl of Huntingdon being come hither, we have understood further of Her Majesty's pleasure. And we humbly beseech your Lordships not to conceive we would in any sort consent to a matter so displeasing to Her Majesty, and which in regard of the action we have in hand, and our own particular, we would by no means permit, his Lordship being a personage whose presence at the Court would be more available unto us than his going in this voyage. For our own parts we protest unto your Lordships upon our faith and credit, we will not fail to use all possible means we may to procure his return, according as by our duties and your Lordships' commandment we ought to do. Since the coming of the Earl of Huntingdon we have written to the Earl and Sir Roger Williams, who is gone with them, requiring them to return."

The real state of the case seems not to have been known to the Queen at least, for a fortnight or more; but when she did apprehend it, "her wrath was sublime," as is shown by the following letter to Drake and Norris, the rough draft of which is preserved in the Public Record Office, interlined and altered so as to make it still more bitter and stinging by the hand of the great Gloriana herself. But even angry Queens have at last to listen to reason. Secretary Walsingham represented that Drake and Norris were men of such high spirit that they would certainly resign their command on receiving such a "wiggling," and that Sir Roger Williams was so popular with his men that any harsh proceeding against him would infallibly lead to a mutiny. So the paragraph in italics was struck out, but even without that, the letter is a fine specimen of the "lion-like fierceness" that the Virgin Queen could display on occasion.

"BY THE QUEEN.

"Trusty and well-beloved, we greet you well. Although We doubt not but of yourselves ye have so thoroughly weighed the heinousness of the offence lately committed by Roger Williams, that ye have both discharged him from the place and charge that was appointed him in that army, and committed the same to some other meet person (as we doubt not but ye have choice of as sufficient as he is), and that ye have also laid punishment upon him according to his desert, yet We would not but that ye should also know from Ourselves, by these our special letters, our just wrath and indignation against him, and lay before you his intolerable contempt against Ourselves, and the authority you have from Us, in that he forsook the army, and departed from the charge he had in the same, without your knowledge (as We hope), and conveyed away also one of our principal ships from the rest of the fleet. In which points his offence is in so high a degree, that the same deserveth by all laws to be punished by death. Which if ye have

not already done (and whereunto We know your authority as General doth warrant you), We will and command you then that ye sequester him from all charge and service, and cause him to be safely kept, so as he slip not away, until ye shall know Our further pleasure therein, as ye will answer for the contrary at your perils. For as We have authority to rule, so We look to be obeyed, and to have obedience directly and surely continued unto Us, and so look to be answereth herein at your hands; otherwise We will think you unworthy of the authority ye have, and that ye know not how to use it.

"In the meantime We have found it also strange that before your departing from Plymouth ye should either be so careless, or suffer your service so easily to be abused, that any one of our ships, much more a principal ship, should be in such manner conveyed away from the rest of the fleet, and afterwards also, being so near Falmouth (as we understood) should not by your command and direction be stayed, a matter which We cannot but remember unto you, and yet do hope that you are no partaker of the offence that is committed.

"If Essex be now come into company of your fleet We straitly charge you that, all dilatory excuses set apart, ye cause him safely to be sent hither; which if ye do not, ye shall look to answer for the same to your smart, for these be no childish actions, nor matters wherein ye are to deal by cunning of devices to seek evasions, as the custom of lawyers is, neither will We be so satisfied at your hands. Therefore consider well of your doings herein."

This gracious epistle seems to have received its final shape on the 4th of May, but ere it could reach its destination the great offenders, Essex and Williams, had joined the fleet on the coast of Portugal, and done such good service that the Queen was obliged to be content with recalling her young favourite, and leaving the old soldier unpunished. How the expedition fared, and what was the result when it returned to England, we shall tell in another paper.

(To be continued.)

MILITARY PRISONS.

One of the most valuable of all the Reports published is that relating to Military Prisons. There are few subjects so important as diet, and from this report medical men may see precisely what is the result of feeding a large number of men entirely on farinaceous food, what the result of feeding them on a diet consisting of a little meat with it, and what a large amount of really hard work may be done on four meat dinners a week, and anything but an extravagant allowance of bread, oatmeal and milk. To those who know what the diet of military prisoners is, it will al-

ways be a matter of surprise that a diet which is found to be so conducive to health in their case should be considered quite insufficient for a civil convict.

It is satisfactory to find at the very commencement of Colonel Henderson's Report that there is a still further diminution in the Estimates for the maintenance of prisoners during the present financial year. In 1865-6 it was £48,370; in 1866-7 it was £46,986; in the present year it is reduced to £44,100.

The amount placed in the Estimates for the current year is £13,000, being 9,000 for home service and £4,000 for foreign. Last year it was £10,580 for home, and £3,652 for foreign, total, £14,232; and the number of prisoners who were sent to prison during the year 1866 was 6,520. In 1865 the number was 6,390; the per centage in the former year was 8·18, while in 1865 it was 7·98. The daily average number of prisoners in confinement during the year was 1,003, which was 1·25 of the whole force. Altogether there were eleven ordered by the visitors to be flogged for serious offences committed while in prison, who received among them 400 lashes. Thirty-three others were sentenced to solitary confinement; forty-six to separate confinement, which does not mean complete isolation from every one except the warders, and four were put in irons.

The number of prisoners under twenty years of age was 754; from twenty to thirty, 4,509; from thirty to forty, 1,219; above forty, 38.

There were 1,854 who had served two years and under; 1,969 who had served between two and seven years; from seven to fourteen there were 2,420; over fourteen and less than twenty-one, 264; and more than twenty-one years, 13.

There were 3,643 English prisoners, 698 Scotch, and 2,179 Irish.

There were 3,533 Protestants, 662 Presbyterians, and 2,325 Roman Catholics.

The characters they bore in prison were as follows: 5,422 good, 590 indifferent, 508 bad.

The number of punishments for minor offences inflicted by the governors of the military prisons in the United Kingdom on prisoners was 2,844.

The nature of the crimes for which they were punished will be seen from the following statement, which also shows that it has slightly increased. The total force was 79,654; and of these 1,561 deserted, a per centage of 1·95; 1,477 were absent without leave, a per centage of 1·85; punished for drunkenness, 1,926, 2·41 per centage; 207 were convicted of disgraceful conduct, per centage 0·25; 1,349, per centage 1·69, for other crimes.

The total charge for pay and allowances of prison officers, and for the subsistence and washing of prisoners was £25,377. The full pay and beer money of prisoners in confinement not issued amounted to £21,716.

The number of those who had been in prison previously who were under twenty years of age was 167; between twenty and thirty years of age, 2,127; from thirty to forty years, 705; and over forty, 30. Of these, 1,589 were English, 328 Scotch, and 1,112 Irish.

The length of service of these was, 494 two years and under; 1,096, seven years; 1,296, from seven to fourteen years; 135, from fourteen to twenty-one; 8, above twenty-one. 1,545 were Protestants, 291 were Presbyterians, and 1,193 Roman Catholics. Of these, 532 could not read, and 617 could not write.

The Report on health for the year 1866 is very satisfactory. The returns prove that the prisons are more healthy than the stations in which they are situated; and that these stations are more healthy than the localities generally occupied by troops. By returns from the Army Medical Department, showing the average strength of the troops, the number of admissions into hospital, and the number of deaths in the several garrisons in which the military prisons at home are situated during the year, it is found that upon an average strength of 35,984, the admissions to hospitals were 30,872, and the deaths were 269, a ratio of admission to the average strength of 85 per cent.; a per centage of deaths to the force of 0·74, and of deaths to admissions of 0·87. The health statistics of the military prisons at home during the same period, shows that upon an average strength of 1,003, the number treated for sickness was 803, and there was only one death. This gives a ratio of admissions to the average strength of 80 per cent. deaths, 0·09, and a ratio of deaths to admissions of 0·12. The reason that there was so large a number of cases treated in the prisons in proportion to the average strength was owing to the continual admission and discharge of prisoners, and of their endeavours to escape a slight portion of their punishment by coming forward for treatment upon slight grounds. For further comparison we give the number of admissions into hospital, and deaths, on an average strength of 71,200 troops in the United Kingdom for the year 1866. On the average strength of 71,200, there were no less than 60,031 admissions into hospital, and 644 deaths. Making a large allowance for those men who are more sickly than others, and were consequently admitted repeatedly into the hospital, the proportion is so greatly in excess of what we see in civil life, that it is impossible to avoid drawing the inference that many of the men must go into the hospital on a mere pretext, and for the purpose of avoiding the performance of their duties. To show more clearly what the decrease among the prisoners amounts to, we may mention that in 1854 it was nearly 21 per cent; in 1855, about 15 per cent; in 1856, 17 per cent; in 1857, 16 per cent; in 1858, 15 per cent; in 1859 and 1860 it was only 13 per cent; in 1862, about 12 per cent; in 1863 and 1864 about 11 per cent; in 1865, rather less than 10 per cent; but in 1866, it was 13 per cent.

This improvement in health is attributed by the medical officers to the changes in diet that have been made. At the home stations, the diet is now for prisoners not engaged at hard labour, as follows :

Breakfast—8 ozs. of oatmeal, and half-a-pint of milk.

Dinner—9 ozs. of Indian meal, and half-a-pint of milk.

Supper—8 ozs. of bread, and half-a-pint of milk.

Which after six days confinement is increased to :

Breakfast—10 ozs. of oatmeal.

Dinner—12 ozs. of Indian meal.

Supper—8 ozs. of bread.

and a quarter of a pint of milk to each meal.

The diet of prisoners in the first, second and third class employed at hard labour is as follows on two days of the week, viz., Tuesday and Thursday :

Breakfast—8 ozs. of oatmeal and half-a-pint of milk.

Dinner—8 ozs. of beef, without bone, before cooking, 2 lbs. of potatoes or 8 ozs. of bread, one pint of soup thickened with 1 oz. of oatmeal, and 2 ozs. of vegetables per man, seasoned with salt and pepper.

Supper—8 ozs. of bread and half-a-pint of milk.

On other days of the week it is the same as for prisoners not at hard labour; but the first class are allowed an additional meat dinner on Sundays, whether engaged at hard labour or not.

When the medical officer deems it necessary for the health of the prisoner to occasionally substitute bread for oatmeal, it is in the following proportion :

10 ozs. of bread in lieu of 8 ozs. of oatmeal.

12 ozs. of bread in lieu of 9 ozs. of Indian meal.

8 ozs. of bread in lieu of 6 ozs. of Indian meal.

If in solitary confinement for a prison offence, or placed on bread and water as a punishment, 1 lb. of bread with as much water as the prisoner chooses for the first three days of his confinement, which may be extended to seven days at the discretion of the Visitor, and for the remainder of the period the same diet as for prisoners not engaged in hard labour.

On foreign stations the same diet is given when deemed expedient; but if not, only such diet as has been sanctioned by the Secretary of State for War. There is no distinction made between the prisoners on Christmas Day, all of them being allowed a meat diet.

Soldiers fed on such a meagre diet would not be supposed to gain weight; 353 men gained one pound each; 254, two pounds; 184, three pounds; 137, four pounds; 97, five pounds; 76, six pounds; 56, seven pounds; 41, eight pounds; 31, nine pounds; 15, ten pounds; 12, eleven pounds; 16, twelve pounds; 8, thirteen pounds; 10, fourteen pounds; 2, fifteen pounds; 1, sixteen pounds; 2, seventeen pounds; and 2 men actually gained eighteen pounds.

But there were a great many who lost : 684 men lost one pound ; 642, two pounds ; 487, three pounds ; 521, four pounds ; 481, five pounds ; 252, six pounds ; 342, seven pounds ; 265, eight pounds ; 207, nine pounds ; 209, ten pounds ; 133, eleven pounds ; 85, twelve pounds ; 45, thirteen pounds ; 41, fourteen pounds ; 37, fifteen pounds ; 31, sixteen pounds ; 23, seventeen pounds ; 8, eighteen pounds ; 6, nineteen pounds ; 9, twenty pounds ; 8, twenty-one pounds ; 3, twenty-two pounds ; 2, twenty-three pounds ; 3, twenty-four pounds ; and 4 lost twenty-five pounds. Thus the total number who gained whilst in prison was 1,297 ; while 4,698 lost.

Under the improved diet the loss of weight has greatly diminished, and the number treated for sickness during the year 1866 is proportionately less than in any year since 1854.

Notwithstanding the ugly rumours about Fenianism in the Army in Ireland, the returns for the prison at Cork do not prove that there was any truth in them ; there was an increase in the number of prisoners in 1866 over the preceding year, but this is partly explained by the number of troops quartered there being greater, and chiefly from the circumstance that a court-martial is held on every soldier after the fourth case of drunkenness within twelve months. The precise numbers returned during the years 1865 and 1866 are, in the former year 188, a proportion of 4.944 on the average number of troops sending prisoners, which was 3,802. In the past year there were 424 prisoners admitted, the average number of troops sending prisoners being 6,623, which would give a proportion per cent of prisoners to strength of 6.402. The return of the number of punishments inflicted on prisoners for breaches of the prison regulations appears excessive, namely 219, a number so large that taken without a fuller understanding of the matter than that derivable from the figures themselves would render the observation of the Governor, Major Campbell, that the general conduct of the prisoners had been good, incomprehensible. The manner in which this great total is reconciled with the report of the general good conduct of the prisoners is sufficiently elucidated by the statement that no less than 68 of these prison offences were committed by four prisoners alone. This case supplies another instance of the danger of deducing arguments from figures alone. The probability is that the report next year will be less favourable ; the payment of the arrears of pay having led to the commission of many offences, as might have been expected.

It will probably be remembered that in Cork itself and in the neighbourhood of the city there were many cases of cholera, diarrhœa, and other diseases of a similar nature ; and it would be very naturally inferred that the prisoners would have suffered from the same cause, especially as from their being in confinement the danger would be aggravated. The Report shows how much cleanliness and proper precautions will do to preserve health under

adverse circumstances. By careful attention to the drainage, and plentiful use of deodorising fluid, and the careful cleansing of every part of the prison, the health of the prisoners was maintained in a most satisfactory manner. Much of this was also due to the warm clothing supplied to the prisoners during the cold weather, woollen gloves in winter, and flannel waistcoats in the case of those whom the medical officer considers to require them. Care is also taken in preserving the temperature in the cells during the winter at about eighteen degrees above the temperature out of doors; each cell contains 690 cubic feet of space. There is an abundant supply of hot and cold water for baths, and the enforced attention to diet and abstinence from dissipation, causes them to leave the prison in better health than when they entered it.

There is the same complaint about Aldershot prison, and its unsuitableness for the confinement of prisoners. Twice has a sum been placed on the Estimates for building a permanent prison in place of the wooden structure now used, but nothing has been done; and this is a double evil, the expectation that a new prison would be commenced immediately has prevented money from being expended in remedying defects which, for the sake of the health of the inmates, ought to have been removed long since. There has been a considerable increase in the court-martial prisoners committed to this prison during the year, but this is not considered to be an indication that crime has been more prevalent; it is attributed to greater stringency in the administration of the law respecting drunkenness. The general conduct of the prisoners while in goal has been good, though there have been a great many punished for breaches of the prison regulations, who could not have committed them if the prison had been constructed as it ought to be. Here then is another reason for building a permanent prison at the camp, as it is manifestly unjust to first place men under conditions in which they are actually tempted to commit offences, and then punish them for having yielded to the temptation. Notwithstanding these disadvantages, a comparison of the re-committals with those of other prisons shows that the management is so good that these drawbacks are almost compensated for by the zealous manner in which the officials do their duty. Even if it is doubtful whether the camp shall be continued at this place, of which we have heard no mention, that would be no reason against erecting a prison there, as prisoners could be forwarded there from all parts: there would, however, be this objection against having a great central prison at a distance from the camp, that the aggregate cost of conveying men to and from the prison would amount to a considerable sum during the year.

It is satisfactory to find that notwithstanding the defective sanitary arrangements, the health of the prisoners has been ex-

cellent ; on many occasions there has not been one patient in the infirmary. This is, no doubt, in a great measure to be attributed to the excellent quality of the diet, which is quite sufficient in ordinary cases ; though the governor thinks that after six months imprisonment the prisoners ought to have an additional allowance of bread. So far from some of the prisoners having to complain of their imprisonment, they have had cause to rejoice over it on their return to their regiments, for whereas they entered the gaol ignorant of how to read or write, they have been able to do both on their discharge. In fact, the school has worked exceedingly well.

The very sensible regulation adopted to employ well-conducted prisoners on useful labour outside the prison walls has been advantageous in a variety of ways. It must have increased their self-respect by imparting to them knowledge of which they were previously ignorant, and therefore rendered them less likely to repeat their offences on their return to their regiment ; it had assisted in preserving their health and strength ; has gratified them, and therefore made them more careful not to infringe the prison rules, by giving them a much better diet than they would have been entitled to if they had been kept in prison in idleness, or with no other employment than shot drill and similar unprofitable labour, and as regards the public, estimating the value of the labour performed by the prisoners under the Royal Engineer Department, at sixpence a day each, the amount gained, or saved, which is the same thing, will be £770.

Before leaving Aldershot, we must not omit to point out the hardship of the officers and servants of the prison, being lodged under circumstances less favourable to health than the prisoners ; an extract from the report of Dr. Fox, the medical officer, seems to prove that this is the case ; he says : " I would beg leave to bring before the authorities the limited room accommodation of the officers and servants of this establishment, and would take the liberty of suggesting, on sanitary grounds, the necessity that buildings of a substantial character be substituted for the present wooden huts, as more in unison with the climate, and as conducive to health. The wooden huts have answered very well as temporary residences, but it never could have been anticipated that they should continue to be occupied by the same individual through a long series of years. The floors in the huts are almost close to the ground, and the ceilings are oppressively low. In several instances inmates suffer from headache, dyspepsia, and nervous irritability."

The alterations in Southwark Prison have not only been of great benefit to the warders by saving an immense amount of fatigue, but from the number of prisoners that can be accommodated there in separation, namely, 158, many prisoners who would otherwise have had to remain in Fort Clarence, have been removed to it.

The report of the Governor of Fort Clarence, Major Edwardes, is unusually valuable, as well in connection with civil convict prisons, as in those limited to the reception of soldiers only. In Fort Clarence Prison, the convicts, good, bad, and irreclaimable, associate together. The effect of this on the young soldier is bad in a moral point of view, and has the effect of throwing an obstacle in the way of the object, which it is the earnest desire of the government to bring about, namely, to get men to re-enlist on the expiration of their first term of service. He is made discontented with the life of the soldier, and the Major expressed a decided opinion that confinement in barrack cells would be a mode of punishment preferable to sending them to vegetate in an associated prison. Before being appointed to the command of this prison, he had always had to deal with cellular prisons, and in these he had found punishment and repression of offences could be more effectually combined, at the same that the mind of the soldier was more open to advice and admonition. We may add that in this opinion of the evil of having prisons in which it is not possible for the men to be kept separate, all the governors are agreed.

The report from Devonport, both as regards the conduct of the prisoners and their health, has been good; none of the men suffered from cholera, though it made its appearance in Plymouth. The number of cases however in this town was small, and it did not travel to Devonport at all; but the same favourable report is made by the medical officer at Dublin, where cases of cholera were very common in the city and neighbourhood, and made its way into the civil convicts' prison. No change in the diet is reported from this prison on account of the cholera, but at Limerick Dr. Louch thought it advisable to fortify the prisoners against the epidemic by substituting eight ounces of bread and a pint of coffee for the usual breakfast of oatmeal and milk. This modification of the diet was confined to Limerick; in all the other prisons the regular scale was adhered to, and the opinions expressed by the medical officers are unanimous as to its sufficiency in preserving the men in good health.

The report of the conduct of the troops quartered in the district in which Gosport is situated, is less favourable than in any other place, except Weedon. Though the number of the troops was one-fifth less than in the preceding year, the number of prisoners was greater by 148. The greater number of offences here as elsewhere come under the head of drunkenness and desertion. Colonel Wellesley, who is the governor of the prison, considers that confinement has no effect whatever in reclaiming the habitual drunkard, nor will he be restrained from the repetition of the offence by the stoppage of part of his pay; as he will in that case sell some of his regimental necessaries. The preventive he proposes is a fine of one shilling for the first offence, two shillings for

the second, and so on up to five shillings. To prevent the sale of his necessaries or clothing, the Colonel proposes that they should be indelibly marked with the broad arrow, and that a peculiar coloured thread should be worked into the materials of which his clothing is made. There is one insurmountable obstacle in the way of the adoption of this remedy it seems to us, and that is the impossibility of extracting a fine of five shillings from any soldier, much more from a man who will spend every penny as soon as he gets one, at the beer or gin-shop.

The report of Captain Boyle, the governor of the prison at Weedon, is so very unfavourable as to offer a striking contrast to the reports of the other governors. In disgraceful conduct and other crimes there is a slight diminution, but the cases of desertion and absence have been more numerous, and especially for the purpose of avoiding foreign service. Not only has the number of prisoners been greater, but their conduct while in prison is described as having been very bad.

In concluding our abstract of the Report we have very few remarks to offer. The general opinion of all who have to deal with the prisoners is, that the associated system ought to be abandoned; there is not a single voice raised in support of it. As regards the employment of convicts, we will not enter into that question, the arguments against employing them in useful labour are pretty well known, but though there would be an objection to allowing a convict to earn money while in prison, there could be none to allowing him to earn better diet, while the establishment of workshops in which well-conducted soldiers might earn a little money in addition, would not, we think, create a disinclination among the men to remain in the service on the expiration of their term, caused by the supposition that they could earn more money out of the service.

FOREIGN SUMMARY.

Paris, Sept. 23.

Except that it has been very hot and very cold, there has been very little of interest passing here affecting the general population. Complaints of many particular classes and individuals there have been as usual. The cabmen tried to make hay in the sunshine of the Exhibition so very fast, that a large number of vehicles were brought into use to carry persons from the Exhibition to fixed points at a small charge, and as these continue to run, and there are fewer visitors who require a conveyance, or who will pay more than a small fare for it, the cabdrivers find themselves in a state of forced idleness, without sympathisers, for a cabdriver in all cities is a species of Ishmaelite, whose hand is against every man, and every man's hand is against him. The number of visitors has

fallen off very considerably, and the English tongue is far less frequently heard, and the free and easy style of costume, mourned over by English residents in Paris, less frequently seen than it was three or four weeks since in the theatres and places of amusement, though British sovereigns and bank notes went a long way to make up the total of £90,000, taken at these places in the month of August alone. The deeds or misdeeds of Englishmen have contributed more largely than usual during the past month to the amusement of the Parisians. There was the affair at Dinan, which in consequence of the peculiar kind of adornment used by Mr. Sweeting and his friends for the statue of the great Bernard, was thought too funny for anger, and will very probably be used at some of the minor theatres in a farce in which our countryman will furnish the vehicle for exciting mirth. The Labouchere case has supplied food for comments not calculated to make Englishmen laugh.

Those doleful prophets who wagged their heads and repeated the echoes of the *cafés* and dining-rooms that war was certain before the closing of the Exhibition, are at their wits' end to invent reasons to explain how it has happened that there has been no war, and why we should still anticipate that the evil is not distant. It is impossible to convince these pessimists that neither Prussia nor France have anything worth fighting about, and that it would not be a sufficient justification of a war that Bismarck puts his tongue in his cheek, or as the practice here is to wag the tongue between the thumb and forefinger, at France. The interview of the Emperor Napoleon with the Emperor of Austria, which occasioned some disquietude at first on the supposition that it pretended war against Prussia, is now looked upon rather in the light of a guarantee of peace, and Frenchmen are beginning to comfort themselves with the hope that the prosperity of the country will go on increasing, that the imposts will be diminished, and that the conscription will not weigh so heavily on them after all as they had anticipated. Reports are, of course, plentiful and contradictory as to what passed at the interview, but many are agreed that the principal acts that will follow will be an assimilation of the coinage of the two countries, the removal of the bones of the second Napoleon to a French cathedral, and the ultimate removal of restrictions to a free commercial intercourse between the two countries. Many tales are told of the wonderful execution of the new gun, if gun it be; and many people regard it as a species of fire-engine which vomits flame and smoke and bullets instead of water. That a sufficient number would utterly destroy a regiment of infantry, or annihilate a squadron of cavalry before they could advance six hundred yards are among the mildest of its anticipated achievements. A letter from Paris in a provincial newspaper says:—

“The trial of the new small cannon, the most terrible arm yet invented, continues at Meudon. None know their mechanism, ex-

cept the artillery officers who direct the experiments. Cannon, carriages, and ammunition are brought in leather valises, and the trials take place behind a screen of planks. All that can be known is that at 2,500 metres these arms send a perfect hail of balls against a target two metres high and one broad. At that distance the balls pierce an iron plate two centimetres thick. Each cannon can fire two shots in a minute, and two men suffice for the transport of the arm, the carriage, the ammunition, &c. Lately these guns were tried against a clump of trees at 1,500 metres (nearly an English mile). The trees were mowed down in a few minutes, like a cornfield by a steam-mowing machine. It is frightful. Five or six men armed with such an engine could destroy a whole regiment in a few minutes."

Statements in letters sent from Paris are frequently as inaccurate as those furnished by London correspondents to country newspapers in England, but I know from other sources that there is a good deal of fire in the smoke which envelopes these statements.

It has been, and is still a common practice among foreign newspapers to represent the French nation as so anxious for glory that it is only by using all his power that the Emperor is able to hold the nation in check and maintain peace. These assertions have been revived of late with more boldness than ever. Once more I repeat that the nation has no such desire for war as is attributed to it. Some French newspapers make these statements as well as foreign ones, and none of those who know better hold their peace, because they know their readers like to hear them. Frenchmen are, in fact, flattered by them; they conceive that it exalts the character of the nation in the eyes of foreigners, but they do not themselves believe them for all that. Foreign politics are a sealed book to the bulk of the French nation, who know as little of Count Bismarck as the mass of the English nation does of the proceedings of the North German Parliament. There is a vague feeling among Frenchmen that Prussia has enlarged its borders, and that it is acting in a defiant manner towards France; and though they like well enough to crow themselves, they don't like the idea of being crowed at, and the impression is general that this is what Count Bismarck is doing. Consequently there is a very prevalent irritation which might very easily be made to assume a more definite shape if the government wished to provoke it. The stupid animosity displayed by some foreign journals towards France, which are supposed to speak with an authority which they do not in reality possess, has excited similar articles in some of the French newspapers that are supposed to speak with a semi-official authority. That France is preparing for war, so far as the replenishing of the military stores is concerned, and completing the skeletons of the regiments, there is no doubt, but there is nothing in this which is not justified by what is taking place in other countries.

The military schools have been engaged recently in the study of
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night tactics, apparently after the manner of those which have been performed by the engineers at Chatham, and, of course, with the same object. There has been more life in the camp at Chalons this year than last; the stay of the Emperor was expected to be so long that officers and men were alike induced to prepare the camp for his reception; and for the attainment of this object more gardens were cultivated, more flowers planted, and altogether much greater pains were taken to give it what Jenkins would style a gay and festive appearance. Modifications in the uniform of the troops there certainly will be as these are renewed, but it is scarcely probable they will be carried so far as some of the models that may be seen parading in the camp would appear to indicate.

Pending the revival of the scheme for the re-organization of the army, some consolation is derived from the soldiers whose term of service expires in 1865, being placed in the reserve at once, and long furloughs being granted to others who desire it.

So much has been said in English newspapers on the subject of the communications made to the French press by the Government, that it is worth noticing that the attacks on the proceedings of the Government which have led to these communications may have been originated by the desire of persons interested in certain factories to attract public attention to them; the intention being to advertise their removal to a new site, to originate a public company, or to make out a case for compensation. Take the case of the soap and candle factory grievance, respecting which so much has been said in the English newspapers. It was asserted that they had paid 100,000 francs for octroi dues within a stated period, whereas the amount actually paid was a good deal less than one fourth of that amount. Figures may be made to prove anything, and it is suggested by the Minister that the first-mentioned sum is that which would have been levied on the materials brought into the factory if they had not been mixed in such a manner as to change their nature outside Paris, and so reduce the dues to the extent stated.

England has no reason to feel flattered by what is said of the projected invasion of Abyssinia. Frenchmen thought it a very hard case that their government had attacked Cochin China, though it had the troops with which it was made almost on the spot, and the attack was made on a town on the coast, but that we, we who are supposed to be incapable of going to war for an idea, should send a small army at an immense expense through a pathless and heated pandemonium, for the purpose of liberating a few men from the hands of a barbarian King is what they cannot realize; and they puzzle their imaginations to discover some connection between it and the Eastern question, and failing in this, they can only attribute it in some way to a desire to promote opposition to the Roman Catholic missionaries. Many are the inquiries addressed to Englishmen about the number of captives, inquiries made in vain, for not one Englishman in a hundred knows how many there are; and all they know about it is, that Consul Cameron is one of them.

It is an ill wind says the proverb that blows nobody good, and the French government is not only deriving immediate benefit from the insane talk of the Frenchmen who were present at the so-called peace-congress, but will probably derive more as the knowledge of what passed there spreads throughout the country. People say, at least a great many do, "you see there's no change, and if you were to make the press as free, and give the right of meeting as freely as it was conceded under Louis Philippe, we should have the same disturbances over again." And then they reckon up the improvements that have been made by the present government. Those who complained of the immense sum of money expended in the rebuilding of Paris, admit that it is much better that the money should have been spent in this way than in the creation and maintenance of national workshops or any similar folly, which might have been committed under a different form of government. The Geneva congress, though it met to talk of projects of universal peace, was in reality the most riotous that can be imagined. More men had got their little ideas in their pockets, with the intention of firing them off, than could have accomplished this in any reasonable time, and so anxious were they to give the rest of those present the benefit of them, that it was no uncommon thing for three or four orators to start at the same time, so that neither of them was heard. So little did many of those present care to hear what any other man had got to say on the subject of peace, that when Garibaldi came, he was as much welcomed by them for the reason that he would prevent others from being heard as well as themselves, as for any other reason. The attendance of Garibaldi was the great event of the congress. Men and women rushed to see him, struggled to touch his hand, and there was no amount of pushing that women did not encounter in their eagerness to welcome him; though if he were to return again, his reception would be far from enthusiastic; the language he himself made use of, or which was attributed to him, or was used by his friends, some of whom had either never had any reason, or if they had, lost it and never recovered it. Garibaldi himself is as mad as a March hare on the subject of priesthood, and judging from some of his proceedings, it might fairly be surmised that his ideas on other matters are something more than obscure. It, however, nothing had been said by him or his friends, except on political matters, even if what they said was the height of absurdity, he might have gone away with the respect and attachment of men who admired him for his great deeds, while they contemned his understanding; but when he was spoken of, as some of his Italian followers are fond of speaking of him, as the Christ, or as some of the papers softened it down, the modern representative of Christ, decent men and women were disgusted, and though he departed without insult, those who remained behind and vented their blasphemies were summarily disposed of. The people crowded into the building, shouted, pushed those occu-

pants of seats, who had been lucky enough to get any, from their places, and made such an uproar that it was impossible for anybody to hear except the reporters, who caught a few words occasionally, because the speakers addressed themselves to them. Altogether, it is a pity that what was conceived from such exalted motives should have been rendered abortive by the blasphemies and absurdities of some wretched individuals whose proper place among mankind would be at the very bottom of the scale.

Perhaps the ten articles against war, issued by Fanny Lewald, were as much to the purpose as many things that were said during the discussion. In substance they were as follows: To settle a dispute by fists and sticks is unworthy of a reasonable being. That which is unworthy of one is unworthy of ten, or ten hundred, or ten thousand. If it is unworthy of a man to settle his own quarrel in such a way, it is more degrading still to attempt to settle another man's at his bidding, and for his profit, and even to go to the length of killing a fellow-creature who has never done him any harm. It never occurs to any sensible man to praise the victor in a street fight, why then should that victor in a fight, in which a hundred thousand men are engaged, be admired. It never occurs to two men concerned in a street fight to invoke the Almighty as a witness, or to imagine that he takes a special interest in their doings, nor would the case be altered if ten men were engaged in it; they would be regarded as fools if they did; what number then is requisite to change this impression, and to induce the belief that a God of love can regard with an approving eye, or take any part whatever in the struggle of a larger number.

Mazzini's letter to the congress is, perhaps, the most logical. He desires peace as much as any man; it is what he has been seeking for all his life, but as it will be impossible to preserve peace so long as every nation has a standing army, and as he does not expect that any government will abolish it, the preliminary to universal peace will be a general war, in which all the governments will be overthrown, and the millenium of republics will begin.

The event which is looked for now with the greatest interest all over the continent is the invasion of the Papal States by Garibaldi. Single volunteers are said to be making their way across all along the frontiers with the intention of exciting an insurrection. They are all, it is said, provided with revolvers and money, though where they get the latter from is a mystery, some say it comes from Berlin, which is by no means likely; at the same time it must certainly come from somewhere; my own opinion is, that it is provided, as it has been on similar occasions in the case of other enterprises, by speculators who have already taken their precautions to make it pay; other combinations beside trade-unions know the value of a judicious use of gunpowder now-a-days. The Garibaldians could hardly have chosen a worse time than the present for the success of their enterprise; but movements like these

require to be set in motion some time beforehand, and how unsuitable the moment may be when the time comes, the movement must go on; the least delay, or anything which causes uncertainty, excites suspicion among the mass of the conspirators that they have been betrayed, and that the government has become cognisant of the whole affair.

In the case of such benighted individuals as constitute the bulk of the Italian nation, it is difficult, impossible even to predict what they may do. An inflammatory address, the sight of a number of red shirts and revolvers going on an expedition of some kind, might so work on their imaginations as to cause even men who had determined to take no part in any movement, to rush after them and join in their proceedings, however much they might repent of it afterwards, which they certainly would. The bulk of the Neapolitans and Sicilians were almost unanimous in their reception of Garibaldi and the overthrow of their old government; they have repented of having done it but once, but that has been ever since. One reason why a Garibaldian movement in the Papal States is less likely to be successful now, is the depression and fear occasioned by the cholera, and by a grateful sense of what the Papal troops have done for those smitten by it. The Italians are an impulsive people, and are as easily moved to gratitude as to any other passion, and the knowledge that the soldiers risked their lives in tending the sick and burying the dead will be remembered long after the interest in political matters has died out of their hearts. I am quite sure the Zouave who can show the gold medal given by the Pope in recognition of the services they rendered in this matter might, when the plague has disappeared, travel from one end of Italy to the other without having a single penny in his purse at starting, and yet want for nothing by the way.

Still, the Papal authorities are much disturbed by the apprehension of an insurrection. Even if it were not successful, it could scarcely fail to be attended with bloodshed; and nobody who knows anything of the character of the Pope and of many of the highest and best men in Rome, can be ignorant of the horror they have of inflicting bodily suffering. So far indeed is this carried, that many a criminal who deserved to die several deaths has entirely escaped an adequate punishment of his crimes. To the desire of avoiding a contest rather than to any apprehension that their services will be required to put down an insurrection in the city may be attributed the recall of the Papal troops.

The address of the Junta at Rome invokes unity among Liberals, in order that the citizens may be delivered from the yoke of the priests, and Italian unity completed. They express the belief that they will be aided in this without a breach of the September Convention, or depriving Rome of the initiative of the insurrection. The Junta goes on to say that it has a strong force at its disposal, but that this cannot be put in action against the strong force of

Legitimists and others that will be arrayed against it without much money: and that for many months the cash-box of the Junta has been fed entirely by the patriotic gifts of the patriotic population reduced to misery by a long tyranny; and it concludes by invoking the immediate pecuniary assistance of all persons interested in the movement; delay in sending in subscriptions will, they say, be fatal to the operations of the Liberals.

The proclamation issued by Garibaldi to the Roman Junta runs thus: "Your appeal to the Italians will not be lost. There are many imbeciles in Italy, many Jesuits, many who sacrifice on the altar of their bellies. But it is a consolation to be able to say that there are many brave men of San Martino, many heroic riflemen in the service of the King of Italy, many of the best artillerymen in the world, many descendants of the three hundred Fabians, and some relics of the thousand of Marsala, who, if I mistake not, fear that they may be too numerous to divide the glory of driving the foreign mercenaries and priests out of Italy.

"As to the means of action, Italy has always had the misfortune of being rich enough to support foreign armies, and among her rich sons there will be no lack of patriots ready, I am sure, to present you with magnificent contributions. Forward then, Romans! break in pieces the remains of your irons on your oppressors, and there will be no want of Italians eager to share your glory."

The declaration of the Italian Government leaves no doubt as to its firm intention not to participate in the invasion; and it is very well understood that it will give no such aid as was given to Garibaldi when he invaded Naples. But if the invasion is successful, if a sufficient number of enthusiasts and persons who have motives that are not patriotic pour into the Papal States in a sufficient number, that united with the malcontents at Rome they can overcome the Papal troops, they would probably be able to effect their union with Italy by a vote in the same way as other nations have done. It is quite possible, however, that there is no intention of uniting with the rest of Italy, and if the revolutionists are successful a republic will be proclaimed.

The scheme for the sale of the church property in Italy has proceeded so far now that the clergy do really think that spoliation has commenced. They have been so accustomed to be threatened without being hurt, that they had become almost incredulous as to any scheme of the kind being carried into effect, so that the preparations that are being made for the sale have come upon them almost like a surprise at last. The Pope has solemnly condemned the whole business, but this will not prevent a man who has got a little money from putting it into the ground provided he can get a big piece for it. The clergy are said to be arranging more practical measures for recovering the ground than mere words; it is said that they intend to repurchase it at the low price it is expected to sell for.

The discontent and wretchedness of the lower classes in Naples and Sicily exceeds belief. They do not want much at any time to satisfy their appetite, but they cannot get this now, and they are in a condition closely approaching starvation; indeed, very painful reports are prevalent of many of them having actually died from want of food. Under the pressure of their suffering the people of Palermo have addressed a protest to the King on the subject, asking for work and bread. How the Government, which has no money, can give them bread they do not say, nor how it can give them work without taxing them to pay for public improvements.

The attempted rising in Spain has ended like so many others, but every attempt of late has been on a broader basis than the one that preceded it; so that if Narvaez does not ship off a large portion of the population to the Phillippines or elsewhere in the meantime, the chances will be large in favour of the next attempt proving a success, and the throne which has stood so long through evil report, either be shaken to pieces and a Republic substituted, or another occupant will be found for it who will be physically incapacitated from degrading it in the manner it has been. It was a great blunder, to say the best of it, committed by Narvaez when he practically annulled the amnesty proclaimed by Pezuela; and instead of suffering the persons involved in the insurrection to rest in peace and be thankful that they had escaped the consequences of their participation, he by the arrests he is making, excites so much alarm among those he cannot take (seeing that there is a limit to the capacities of prisons and vessels) that these will never feel themselves safe until they have overthrown him. A rumour is current that O'Donnell will be the substitute for Prim in the next rising.

Nothing that can be called news has been received from Mexico; Juarez is said to have demanded an immediate election, and Santa Anna's son is said to be organizing an expedition to rescue his father, about as effectual a method apparently of getting him put to death as could be adopted. The body of the Emperor Maximilian has not yet been given up, but as the latest telegram from Mexico announced that Admiral Tegethoff was on his way from Vera Cruz to the capital, it is probable that it will be. He is not likely to go so far if he had not encouragement to do so.

Lopez has published what he calls a vindication of his conduct; and he concludes by asking what motive he could have had for such infamous conduct as is attributed to him. He says it could not be from ambition, for he had the esteem and affection of the Emperor; it could not be for money, for he had enough to live on. "Was it from hatred? against whom? Was it for the sake of preserving my liberty? I am a prisoner as others are, and I have lost every farthing I had." He does not say "All that a man has will he give for his life."

EDITOR'S PORTFOLIO ;
OR,
NAVAL AND MILITARY REGISTER.

In the present and in our preceding number will be found an intelligible account of Abyssinia, more intelligible, we venture to say, than has yet been laid before the public. From it, it will be seen, that there really are no solid grounds for the desponding views that have been put forth in some quarters as to the Expedition on which Her Majesty's Government have determined. Whether the necessity for it might have been avoided had the business of the Foreign Office been always conducted as it should be, it is now too late to inquire, though very strong opinions have been expressed on the subject. But even the most peace-loving of mankind must concede that a savage like the "Emperor Theodorus" cannot be allowed to set the power of Great Britain at utter defiance; and although the enterprise should prove more costly in every way than we believe it will be, still it is absolutely essential that it should be undertaken, and carried on to a successful issue. Both the General and the troops chosen to carry our flag into the interior of Africa, have had plentiful experience of war against savages, and it would be strange indeed if the border of Abyssinia should prove more formidable than our old acquaintances of India or the Cape of Good Hope. The real cause for fear is, that the barbarous chief may murder his captives when he feels the pressure of Sir Robert Napier's advancing force. This, we allow, is a serious consideration, but it must be risked, and our poor countrymen themselves we feel assured would choose that it should be so, rather than that their dear native land should stand disgraced before the world, as not daring to strike one blow for their liberation, or to avenge their fall. The quarrel is but a miserable one in its origin, arising, as it seems, entirely from the indiscretion of a German missionary, who wrote many things about Theodorus that he would not have ventured to say to his face; but, for all that, we cannot abandon a man who was under the protection of our Consul, any more than we can abandon the Consul himself. From the trouble that Mr. Stern has brought upon himself and others, it is to be hoped that men of his calibre will be warned, and not be quite so ready as he has been to mix up

politics, which they cannot be expected to understand, with sacred matters. Let them preach as freely as the ruler of any country that they may be in will allow, but let them leave comments on himself or his government to others.

Some time ago we felt constrained to make a few remarks on the folly of the, so-considered, merciful policy which relieved the Fenian traitors (particularly the American-Irish ones) from the legal penalty of their crimes. We ventured to say, that such a policy would be found to be the reverse of merciful in the end, but we hardly expected to find our view receive so shortly a full confirmation, such as the murderous Fenian outrage at Manchester has just afforded. There, in the second city of the empire, we have an armed attack made, with military promptitude and decision, in broad daylight, prisoners rescued, one policeman murdered, and several others wounded. The Fenian organization can no longer be despised; it is a "fact," and must be treated accordingly. Leniency has already been pushed to the very verge of weakness, and we must have no more of it. Whether the original offenders—the "Colonel" and the "Captain"—are retaken or not, there must be no shrinking from applying the extreme penalty of the law to some, at least, of their rescuers. Their offence was committed under such circumstances as to preclude any question of identity, and as they have the ill-luck to be white murderers instead of black ones, Exeter Hall philanthropists will not move a tongue or a finger in their behalf. It is humiliating to think that such a consideration should be even supposed to have influence with any Administration, but who that recollects Mr. Cardwell's change of opinion—or at least of expression—after he had received the too famous deputation in the case of the mulatto incendiary Gordon, can get rid of the suspicion?

The atrocious persecution of Mr. Ex-Governor Eyre has been so recently commented on by us, that we should not again refer to his case during the recess of Parliament, but for the appearance of a legal work,* just issued by Messrs. Stevens and Sons, which supplies the best possible justification of his conduct, and utterly

* "Commentaries upon Martial Law, with Special Reference to its Regulation and Restraint; with an Introduction, containing Comments upon the Charge of the Lord Chief Justice." By W. F. Finlason, Esq., of the Middle Temple, Barrister-at-Law.

dispels the legal sophistries that Lord Chief Justice Cockburn unhappily thought fit to indulge in, when charging the grand jury in the case of Colonel Nelson and Lieutenant Brand. By confounding "martial law" and "military law," a case was made out, which Mr. Finlason states thus :

"The law says to officers placed as those gentlemen were, 'Do all that is in your opinion necessary to put down the rebellion; execute any number of persons you believe necessary for the purpose; but mind, if in a single instance you make a mistake, and direct an execution which an English jury twelve months afterwards may be brought to think unnecessary, you will be deemed guilty of murder.'"

The "law," we may remark, was only the "opinion" of Messrs. E. James and Fitzjames Stephen, but it was fully adopted by the Lord Chief Justice, and had it not been summarily rejected by the plain common sense of twelve honest men, it would have become "law" in a wider sense—that "judge-made law," which Jeremy Bentham so eloquently denounced, though in his time there had not been any attempt to import into it anything so monstrously absurd as this.

Officers are liable at any moment to find themselves placed in circumstances where by simply doing their duty they will to a certainty incur the deadly hatred of such people as the members of the self-appointed "Jamaica Committee," and they will see that even a Chief Justice is not unlikely to do them the grievous injustice of urging, in the strongest terms, that they should be brought to trial at the Old Bailey, for preventing robbers and murderers having it all their own way. They owe a debt of gratitude to Mr. Finlason for demolishing so effectually as he has the murderous sophistries of the "malignant philanthropists;" and they will benefit themselves as well as him, by diligently studying, with his aid, their exact legal position, as laid down in the Colonial Office and Admiralty Instructions. These Instructions, be it remembered, are "*in regulation and restraint*" of martial law, and as a sound legal adviser like our author is needed in order that they may be safely acted on, we trust that Her Majesty's Government will see the plain justice of supplying Mr. Finlason's book to every regiment and ship in the Service.

We are glad to see recently published in the *Gazette*, another

list of sums to the credit of deceased soldiers, which remain in the hands of the War Secretary, only awaiting application to be paid to the next of kin. The list, we observe, is No. XI of the series, and like its predecessors, it shows that it was perfectly possible for the soldier, even before the late advance of pay, to be a wealthier man than the majority of the working classes. How many "skilled workmen" at their death leave behind them hard cash to the amount of £82 0s. 10d. like Patrick Connell, a private of the 1st Battalion of the 4th Regiment; or £67 12s. 6d. like John Robertson, a corporal of the Royal Artillery? Not one in a thousand, we dare venture to say. And the opportunity of making a little money evidently extends through every class of the Army. Jalka, a private of the Ceylon Rifles, had acquired £3 2s. 3d., and Markoo, a Gun Lascar, £2 14s. 4d., trifling sums certainly, if judged by the English standard, but enough, if possessed by a Manchester "operative," or a Sheffield saw-grinder, to save him from a pauper funeral. As we said before, whatever it may be to the officer, soldiering is to the private by no means the unprofitable employment that ignorant or unprincipled public writers have chosen to assert: and we would suggest to the authorities that the fact should be made patent to all, by a wide publication of these lists; say by placards at recruiting stations, as a valuable help to the exertions of the sergeant, and more likely to attract really good men into the Service, prudent, steady-going fellows, than anything else.

Holy Writ assures us that a time will come when nations shall learn war no more, and, with the professed object of hastening on that happy time, Peace Societies have been founded in our own country as well as in several others. Following the "International" fashion which is the rage just now, a "Peace Congress" assembled recently at Geneva, under the presidency of, above all men in the world, Garibaldi. We do not learn that our broad-brimmed Friends were present, and the English lovers of peace seem to have been represented by some of the meek gentlemen of the Reform League. France sent some Red Republicans, Germany some mouthy Democrats, and Spain and Italy followed suit. Garibaldi's speech in favour of peace wound up with his old cry, "Down with the Papacy!" and this not meeting with so cordial a

response as was expected, the ex-Liberator departed without beat of drum, leaving the lovers of peace

“ Fighting like devils for conciliation,

And hating each other for the love of God ;”

a state of things once supposed to be peculiar to Green Erin, but now evidently the favourite mode of proceeding with the *mauvais sujets* who are for ever dinning into our ears that

“ Detested War shall ever cease,

In kind Fraternization ;

And all the world shall dwell in peace,

When all the world's one nation.”

A pretty nation it would be ! and from such a consummation,
Domine, libera nos !

With a determination for which, we confess, we did not give them credit, the Italian Government has clapped a stopper on the intended Roman insurrection by arresting Garibaldi. We would hope that this may preserve the peace a little longer, although there are rumours of a French expeditionary force destined for Civita Vecchia, a proceeding which is looked on as sure to unite Italy with Prussia against France ; and then the long-threatened war will break out at once. The attitude of France and Prussia has long been that of the retainers of the Capulets and the Montagus. “ Do you bite your thumb at me, Sir ? ” “ I do bite my thumb, Sir. ” We know the result in the play, and we may soon see the result in reality.

CORRESPONDENCE.

[With a view of promoting the interests of the United Services, this department of the MAGAZINE is open to all authenticated communications, and therefore the Editor cannot hold himself responsible for the opinions expressed.]

BREVET PROMOTION IN THE ARMY AND SOCIAL STATUS.

Sir,—Promotion is one of those comparatively cheap rewards which satisfy military men with an honorary equivalent for the wear and tear of life in deadly climates, on arduous campaigns, or in the battle-field. It is the equivalent for abnegation of the personal liberty which belongs to the civilian—the abandonment of the so-called comforts of a civil life—and the acceptance of a higher standard of conduct than is required in the junior grades of the profession, especially of equals in age, &c., at college, and fused in the mass of the people of all classes.

The ensign or cornet is afforded, no doubt, opportunities of seeing the world, which he would not otherwise have had; he mixes in the best society, in virtue of his commission, and, on the other hand, he is constantly before the public eye, and the peccadillo of an older man in any other profession would never be heard of, whereas, without an unusual amount of self-government and discretion, the boyish freak of a youngster in the Army is certain to meet with a disheartening and life-long notoriety, in consequence of the jealous spirit of a large portion of the public, who, knowing nothing of the interior economy of regiments, and deriving their information from boastful Non Commissioned officers, as a rule have not the slightest idea of the professional calls on an officer's time and intelligence, and only think of him as a social butterfly.

It is precisely in the junior grades of the service, that an officer is most severely tried; for he must be acquiring a knowledge of life while exposed to all its strongest temptations and dangers, and it seems hard to ignore this noviciate in the race of promotion.

Brevet rank is supposed to be an effort by special interposition to remedy the ills of slow promotion. This is the theory, but practically, brevets only perpetuate original "bad luck," instead of rewarding long service.

This failure is to a certain extent recognized as such, in all but the grade where the shoe most pinches, and while various complicated desires have been invented to convert a defective system into something in harmony with the age, the radical error itself is overlooked.

But the strangest part of the whole anomaly is this, that a more equitable system has always prevailed in India, and is continued there to the present day, with this unreasonable drawback, that the *bona fide* rank acquired by Indian brevet, entirely ceases on an officer's return to England, and this too, not because his claims by courtesy are unrecognised but in order that officers at home of equal service might have no ground for complaint. This is surely an unsatisfactory state of affairs, and before this primary defect be remedied, any departmental or sectional amelioration of the system can only be productive of "something incomplete," and the injurious impression going abroad, that claims are disposed of rather by accident as it were, than otherwise, and that legislation is guided rather by passing influences, than general principles.

I do not pretend to offer an opinion on so delicate a subject, and merely mention it as a popular belief, whether like many other popular beliefs, right or wrong, must of course be decided by the facts of the case that all our institutions are in a state of transition.

Be this as it may, it does seem, *prima facie*, strange, that an officer's service in the subaltern grade, and in which many have seen considerable service in the field, should be entirely ignored towards brevet promotion; but so vigorously was the rule enforced in India prior to "the Mutiny of 1857," that even where a subaltern had signally distinguished himself and more especially in the Royal Army, he could not be gazetted a brevet-major until he had, in the mean time, removed the stumbling block, by obtaining a captaincy.

At one of the bloodiest of our Indian Battles, while officers of the then E. I. C. service, were rewarded in a comparatively liberal manner, with brevet rank, the only instance of the recognition of a subaltern's services, was the solitary exception of a very excellent officer, who happened however, also to be a brigade-major in the field. No one deserved promotion better, but at the same time, there were others too, who had they done equally good service, during the Indian Mutiny (by which time a more liberal spirit was abroad), would certainly have received

their just reward, instead of having been thrown into the limbo of forgotten services in the Affghan and Cabul campaigns, those of Gwalior, the Sutlej, the Punjab, Burmah, &c.

But in those days, the Army had not the advantage (be it said with all respect for its former chiefs) of a liberal minded prince at its head, and one who so far as he has been able to grapple with cases of wrong or mislegislation, has endeavoured to redress the former and reform the latter. But, the case of officers who should have been promoted years ago for services in the field in India, are to a certain extent, it is said, "out of date," and it is implied, that to readjust their position, by subsequent enactments, is not generally called for, and might be inconvenient, but the answer to these seeming objections is obvious and powerful.

Because time has thinned the roll of such officers, it does seem somewhat hard that their plea of paucity of number, used in favour of relieving others of their disabilities, should be conversely used against them; and that the want of clamorous advocates should be a cause of the neglect of perhaps the highest pretensions to due recognition.

For "the last man," so to speak, there is no law; for laws and regulations are made for the many, and when time has reduced these to a few, originally salutary enactments become oppressive, and acquire a personal quality, which did not originally belong to them.

It is scarcely humane to rescue the able-bodied seamen from the foundering hulk of a practically obsolete system, and yet on account of a little extra trouble, to leave the men in the sick bay to their fate. We may argue, that their being sick at the time was an accident with which we had nothing to do; but even though we deserve the medal for rescuing the larger number, what must our conscience say about the few that were left behind?

After the Crimean War, a better system arose, and the pure air and light of reason broke in on various antiquated systems, without however, as might have been expected, penetrating everywhere, and while officers' services began to be fairly recognized, and the term "Distinguished conduct in the field," was invented to remedy for the future a serious want, those officers who had previously seen as severe service in India, did not receive any retrospective advantage by this measure, and in consequence, suffered a comparative disparagement in popular opinion.

The defect is felt rather socially than professionally; for while men with foreign or Colonial rank, West Indian Major-Generals of Militia, Fenian Colonels and the like, carry these honorary titles into society and before the public, the educated officer, of good family perhaps, and not a mere adventurer, is styled simply Mr. So-and-so; and (jesting apart) in a matrimonial point of view, if he seeks to better his fortunes in that direction, he is deprived, to a certain extent, of his nominal value in the market. He is depreciated, and whereas he would be considered perhaps only a suitable match for an Irish clergyman's daughter, the Colonial or even American Major-General would be almost taken at par with a baronet's daughter at least, and be accounted comparatively quite a "*Pullus Jovis et gallinæ filius Albæ*."

Absurd as this view of the case may seem at first sight, if it be looked closer into, the truth will be recognised; that rank, even though nominal, has a money value, and that therefore to keep it from an officer who is entitled to it in a great measure, is, practically, to subject him to a pecuniary loss. In the abstract, nothing appears more contemptible than that a noble hearted young subaltern who has done good service should be less thought of than the bleak old field officer, who has perhaps no personal recommendation; but society thinks otherwise, and especially the female portion of it. Women have no objection to the age

of Marino Faliero so long as he is the Doge; and Gray the poet analogously says.

"What female heart will gold despise,
What cat's averse to fish?"

Up to the year 1854, as is well known, the advancement of field officers, excepting the majors and lieutenant-colonels of regiments, was effected by brevets made at irregular intervals, when all the field officers and senior captains of a certain standing received a step of brevet rank. And although the system, if such it could be called, worked very unequally, still it did provide in a rough sort of way for advancing all officers from time to time through the different grades of service.

In 1854, however, the general brevet system was abolished, and a fixed establishment of general officers was created, to which the colonels are now promoted in order of seniority in succession to death vacancies, while simultaneously with the promotion of the senior colonel in the Army, the senior lieutenant-colonel and major also received a step of rank. Separate warrants, however, provide for the promotion of regimental lieutenant-colonels in five years, and of lieutenant-colonels breveted for distinguished service in eight years; thus there are three separate modes in operation for clearing the list of this grade, which keep up a constant stream of promotion within it; and speaking generally, no officer will remain more than eight years in it without advancement. But the only outlet for brevet-majors is afforded by the casualties which occur among the general officers as above explained; and there are so few that practically the list is quite clogged. Whenever a brevet is made after a great war, the seniors may, perhaps, get their promotion to lieutenant-colonel in a reasonable time; but the juniors will never find their way to the top. In fact, the Majors' list is, practically, stagnant, for a dozen promotions per annum have no appreciable effect on a body several hundred strong. It is to meet this state of things that Sir Charles Russell proposes that the majors promoted for distinguished service should be put on the same footing as the lieutenant-colonels, and receive a step of rank after eight years' service; and the proposal is so reasonable and so simple to carry out that we trust no difficulties may be made in the War Department to giving effect to it. The result would be that a captain breveted for good service in the field would be sure of reaching the grade of colonel in sixteen years—no very alarming rate of promotion. The matter appears further to call for consideration in connexion with the late and very remarkable changes of system in the Indian Army. In that Army, every officer now becomes a major in twenty, and a lieutenant-colonel in twenty-six years, whether he belongs to the Staff Corps or not, and the result is that the brevet-majors are being superseded by their juniors every day, and are rapidly falling lower and lower in their relative position in the Army.*

The mistake contained in the last few lines of the above is remarkable; for the regulation in question was always in force in both armies in India, prior to the advent of an Imperial Government, on the suppression of the Mutiny and the amalgamation of the forces. Nay, the regulations in that dependency have been still more liberal, and are continued to the present time; so that after fifteen years full pay service as such, a subaltern officer receives the brevet of captain; and thus being rescued from the fatal "groove," is eligible for further advancement, suitable to his time of life as well as service; and thus also are obviated many of those personal inconveniences that result from an officer's promotion and age not keeping pace, whereby the respect

* "Army and Navy Gazette."

morally due to years is changed into unseemly and incongruous familiarity.

The following lately appeared in one of the public papers in the interests of the old Indian officers, and while deprecating the disparagement of anyone's claims, we give the fragment, marking in italics, what seems to be a very reasonable suggestion, and one likely to deal satisfactorily with the claims of all without cost to the public.

"The public generally deprecate the waste of public time on *class bills*, such as those hustled into Parliament by Sir C. O'Loughlen and others; but when the time of the House is taken up with *sectional* motions such as that of Sir C. Russell, in favour of brevet-majors promoted for 'distinguished conduct in the field,' one cannot but feel surprised that attention should seriously have been paid to such statements as were put forward by the honourable baronet, in what would appear to be selfish interests.

It is not generally known that an officer's service as a *subaltern* does not count towards brevet promotion; and, therefore, the captain of two years' standing as such, and two as a subaltern, *i.e.*, in all four years, would become a brevet-major before the officer who had been *twenty* years a subaltern, and *one* as a captain—in all twenty-one years.* Yet the brevet-majors now complaining are, as a rule, of the former class. *In India, an officer after twenty years' service becomes a brevet-major, and after twenty-six years' a lieutenant-colonel, so that to be either, a voyage to India only is necessitated. This should be extended to all the Army, irrespective of locality, and as the officers who served long in India were just as much distinguished as these recent brevet-majors, common sense says that the latter have no case against them but rather vice versa.*"†

One word more, and I have done for the present. In the race of promotion, the subaltern of long standing is weighted in a peculiar manner, with regard to his other means of ultimately rectifying his loss of time; for on obtaining his "unattached," or "half-pay captaincy," or "majority," he is subjected to the uncertainty and disadvantage to himself, consequent on promotion from the ranks, inasmuch as those so promoted, being allowed to reckon half of their previous service in the uncommissioned grades, may, by such importations, swamp the other time after time, just as he appears to be the first for such promotion, and thus, like a flying fish, a poor man under the purchase system may be the victim alternately of the two contending elements of plutocracy and democracy, a memorable example of which is patent to all in the life of the heroic Sir Henry Havelock.

But the most singular misconceptions are afloat on the subject of promotion, essentially different—ordinary promotion differs from brevet, as much as common law does from equity. The latter remedies on broader principles cases where the routine of the former affords no relief. In conclusion, I may be permitted to make a few desultory remarks on the ordinary system.

The suggestion of giving commissions in large numbers to *élèves* from the ranks is, to a certain extent, a narrow view of the requirements of the service, and taken with the competitive examination system is a direct contradiction. On the same principle, an attorney or solicitor's clerk, after a few years drudgery might demand his admission into the ranks of the latter, and in due course aspire to the grade, as it

* And this disadvantage can never, under the present regulations, be remedied; although virtually it does not often occur, still that it should be perpetuated is surely undesirable.

† "Irish Paper."

were, of a barrister. In like manner in medicine, in the church and other professions we should find other parallel cases for illustration.

Most of these theoretical proposals arise from an imperfect acquaintance with the inner life of the barrack, and errors of comparison and "proportion," as it were, between England and other countries, where national education is compulsory, and public institutions are totally different from our own.

If you propose to alter the shaft of your column, you must begin with the base, and prepare for the different "order" of capital.

In all these remarks, especially on the progressive education of the "combatant" officer, it seems strange that the question of progressive education, in so much more important a direction as that of the medical branch of the service should have escaped attention. It is surely a matter of greater moment that the assistant-surgeon, before promotion, should prove his professional knowledge to be equal to that required for taking out a diploma at College at the time. And that barrack masters should pass an examination in their specialty,* than that a lieutenant of a marching regiment should be well up in Euclid, or even the military history of Europe in the 18th century.

As a rule, the officers of the Army excel the men whenever a competition takes place at shooting matches and athletic sports, and as for the "Art of Defence," few of the former are not tolerably fair adepts.

The high education tests proposed, would have a tendency still more to widen the distance between officers and men, just as we daily see in the scientific branches of both services—the Navy and Army—and would render promotion from the ranks more difficult than ever.

It was lately remarked that "learning of all kinds is good, and for those who had a turn for the higher branches of the profession—for its history, its theory, language, tactics, discipline, and the like—there ought to be ample rewards and encouragements."

But the openings for such officers are few, and it might so happen that some of superior acquirements would disdain to seek employment, which should (as it is) be conditional on the recommendation of an accidental commanding officer, who might be totally incompetent to give an opinion, or of whom an officer of spirit might not like to ask such a favour, for it is inseparable from human affairs, that occasionally, men morally and intellectually of a very small calibre will rise to honour and power, and under ordinary circumstances remain undetected.

CRITICAL NOTICES.

SIR TRISTRAM'S WILL. By Alice King, Author of "Eveline," "Forest Keep," &c. 3 vols.

Unlike many other novels, the general plot of this one can be easily guessed from its title, but the authoress shows her practised hand in retarding the *dénouement*, so that the interest never flags. Sir Tristram Morden, a Welsh baronet of the seventeenth century, and a Catholic, disinherits his eldest son, and by his will bestows all his estates on the younger. From this fortunate youth, the Sir Edward Morden of the tale is descended, and at its opening he is about to marry his cousin Sydney Ashton, which he soon after does, in spite of some apparently supernatural warnings. Sir Edward's maiden aunt has for her attendant, a middle-aged Spanish woman, named Louise, who thinking herself haughtily treated by the baronet, contrives and

* Or a cornet before appointment, one in "farriery," or a paymaster in algebra.

accomplishes his ruin. She is, in fact, though originally only a waiting woman as we again find her, the widow of a Spanish count, and she has resumed her position of servant for the purpose of possessing herself of Sir Tristram's will, her only daughter Nina being married to a descendant of the baronet's disinherited son. The will is stolen, a lawsuit threatened, and Sir Edward and his wife retire abroad, leaving property and title to the successful adventurers. Happily some scruples prevent the will being destroyed, and at last by the intervention of Zitta a deaf and dumb woman, the truth is brought to light. Of course the self-made baronet and his lady retire from the scene—he being thrown from his carriage and killed, just before the discovery is made, and she taking refuge in a convent. The mind of Sir Edward, who had been inclined to lead a too indolent life, has been braced by adversity, and when restored to his ancestral Llamorden, he thankfully admits that he has not been afflicted in vain. His gentle wife, who has only clung still more fondly to him in his poverty, is a most charming character, and there are some points to admire in Nina, the daughter of Louise, but Louise herself is detestable. Of other characters, Miss Houlder, the “practical woman,” and Miss Vangrump, the artist, are very piquante, and contrasted with the grim Spanish serving man Pedro, with his dog-like fidelity to his young mistress, form very pleasant reading.

THE SCIENCE OF THE WEATHER, in a Series of Letters and Essays, by several Authors. Edited by “B.”

This handy pocket volume is addressed to “all interested in, or affected by, the extremes and vicissitudes of the Weather,” a description that applies with peculiar force to the officers of the United Services, and we beg to commend the volume to their notice, although we by no means subscribe to the depreciatory estimate which one of its several authors indulges in, respecting our old and valued friend, Admiral Fitzroy. Two of a trade proverbially never agree, and as “R” sets up for a weather prophet, and urges his views far less temperately than the Admiral did, we are not surprised to find the cyclonic theory denounced as a “mania,” and poor Fitzroy charged with “never having mastered the elements of the science of Meteorology, as firmly established by Dalton, and extended by Espy.” He is indeed allowed to have been a most “zealous and truth-seeking disciple,” but his search, it seems, was not successful. We own to thinking otherwise; but as Science is, or ought to be wholly free from personal feeling, we are ready to welcome the truth, let it come from what quarter it may. Therefore we recommend this book, as containing much that is calculated to be of practical use.

OBITUARY.

Vice-Amiral John Parker died at Eythorne on Sept. 3, in his 76th year. He entered the Navy as an able seaman, May 1, 1805, and served in the boats of the *Vesuvius*, in the attack on the Boulogne flotilla in the same year, and in those of the *Glatton* in the cutting out of a Turkish corvette from Port Sigri, in which he was wounded. He served also in a gunboat on Lake Meriotis, in co-operation with the Army in the expedition to Egypt, in 1807; in the *Delight*, when stranded and destroyed in the Faro of Messina; and in the boats of the *Standard*, 64, cutting out an armed schooner, near Otranto and spiking the guns of a battery at Cape St. Mary's. While mate of the *Majestic*, 74, he

was wounded in her boats in protecting a convoy through the Great Belt; and, in 1810, when in charge of a prize, beat off a Danish privateer. He was engaged in the attack on pirates at Sambas, Borneo, in 1812, and was made Lieutenant, Nov. 29, 1844. He next served successfully at North America, Plymouth, Sheerness, and South America, and was promoted to Commander Feb. 26, 1829. He was second captain of the Southampton, 52, in the East Indies from March, 1829, to May, 1831, from which date until Jan. 1834, he commanded the Cruiser, 18, on the same station. He next served for three years and nine months in the Hastings, 74, at Lisbon, and was posted June 28, 1838. He commanded the Winchester, 50, on the North America and West India Stations, from March, 1839, to August, 1841, from which date, until the autumn of 1842, he commanded the Vestal, 26, on the same station. He became retired Rear-Admiral Oct. 2, 1857, and Vice-Admiral, March 28, 1864.

Rear-Admiral Thomas Hope died at Pinkie on the 31st Aug., the day after his return from Homburg, where he had gone for a complicated liver complaint, contracted whilst serving in the West Indies, West Coast of Africa, and Syria. Admiral Hope only last May attained his flag rank. He entered the Navy, Feb. 16 1825; passed his examination in 1831; obtained his first commission, July 6, 1832; and was successfully appointed, Feb. 20, 1833, as Supernumerary Lieutenant to the Melville, 74, flagship in the East Indies of Sir John Gore; Oct. 9, 1833, to the Hyacinth, 18, on the same station, and March 14, 1837, as First, to the Sappho, 16. He served in the latter sloop in North America and the West Indies until promoted to the rank of Commander.

Commander Alexander Frederick Cope died on Aug. 31, at Bitterne, near Southampton in his 76th year. He entered the Navy, Nov. 4, 1805, as 1st-class Volunteer on board the Leveret, 18, and, after operating against Copenhagen in Aug. and Sept., 1807, was wrecked on the Galloper Rock, Nov. 16, following. He then joined Leonidas, 38, on the Mediterranean station, removed June 23, 1808, as Midshipman, to the Dreadnought, 28, flag ship of Rear-Admiral Thomas Sotheby in the Channel; and on becoming attached, in Feb., 1810, to the *Téméraire*, 98, bearing the flag of Rear-Admiral Francis Pickmore, was much employed on gun-boat service at the defence of Cadiz. He afterwards cruised for three years, in the North Sea and Channel, as Master's Mate of the Unicorn, 32; Favourite, 22; and Clorinde, 40, then fitting out for the purpose of attending the Princess of Wales during her visit to the Mediterranean. He was promoted to the rank of Lieut. Feb. 16, 1815; and was placed on the Reserve list in July, 1851. His Commander's commission is dated, Jan. 18, 1861.

Lieutenant-General James Robert Young, Colonel of the 80th Foot, died on September 2nd, at Boltons, South Kensington, aged 66. He entered the service July, 1815; became Lieutenant, December, 1818; Captain, May, 1826; Major, December, 1833; Lieutenant-Colonel, April, 1842; Colonel, June, 1854; Major-General, October, 1858; Lieutenant-General, June, 1866; and Colonel of the 80th Foot, October, 1864.

Colonel William Macadam, K.H., formerly of the 8th Foot, died on August 28th, at Brighton, aged 76. He landed in Portugal August 1, 1808, with the 9th Regiment, and served throughout the whole of the Peninsular war; including the battles of Roleia and Vimiera, passage of the Douro, defence of Tarifa, affairs on the retreat from Burgos in

1812, siege and storming of San Sebastian (twice wounded, and commanded the false attack on the breach on the night of August 29, passages of the Bidassoa (shot through the body) and Adour, several affairs connected with the investment of Bayonne, and also the repulse of the sortie, besides a variety of minor affairs, and other desultory services during the Peninsular war. Proceeded to Canada with his regiment, and served in the campaign in 1814. (War medal, with four clasps for Roleia, Vimiera, Vittoria, and St. Sebastian.)

Lieutenant-Colonel Arthur Davies, late unattached, died on August 29, at Withersdane House, Wye, Kent.

Captain William Gair, of the 77th Foot, died on June 30, at Attock India. He received his commission as Deputy Assistant-Commissary, September, 1854; became Ensign, December 1857; Lieutenant, October, 1859; and Captain, August, 1863. He served with the Field Train Royal Artillery as Deputy Assistant-Commissary during the Eastern Campaign of 1854-55, including the affairs of Bulganac and M'Kenzie's Farm, battles of Alma, Balaclava, and Inkerman, sortie of October 26, siege and fall of Sebastopol (medal with four clasps and Turkish medal). Served with the 6th Dragoon Guards in the Indian Mutiny campaign from June, 1858 (medal).

Captain Alexander John MacDougal, of the Royal Artillery, died on August 26, at Edinburgh. He entered the service August, 1846; became Lieutenant, May, 1847; and Captain, May, 1854.

Lieutenant Alexander Molyneux Black, of the 6th Madras Native Infantry, died on July 6, at Rangoon, aged 26.

Surgeon James Campbell, on half-pay, 28th Foot, died on September 1, at Upper Norwood, Surrey. He entered the service February, 1820; became Surgeon, June, 1835, and retired on half-pay, July, 1844.

Lieutenant-General William Cowper Coles died August 27, at Woodcote, aged 77. He entered the service, October 1805; became Lieut. February, 1807; Captain, November, 1812; Major, June 1825; Lieut.-Colonel, December, 1830; Colonel, November, 1846; Major-General, June, 1854; and Lieut.-General, March 1861. He served in South America with the 14th, in 1807, including the operations previous to, and storming of, Monte Video. Served afterwards in the Peninsula war from August, 1808, to November 1811, and again from April 1813, to the end of that war in 1814: present with the 40th at the battles of Roleia, Vimiera, and Talavera; with the 4th Dragoons at Busaco, Albuera, and Usagre; and with the 12th Light Dragoons at the passage of the Bidassoa, the Nive, and the Adour (war medal with seven clasps).

Colonel R. D. White, late of the Bengal Army, died on August 21, at Clarendon Villas, Penge.

Lieutenant-Colonel Charles John Hill, formerly of the 7th Hussars, died on August 22, at Tickhill Castle, aged 69.

Lieutenant-Colonel Robert Renny, C.B., of the Bengal Staff Corps, and Assist.-Adjutant-General, died recently at Lucknow. He entered the service March, 1835; became Lieutenant, April, 1838; Captain, March, 1850; Major, February, 1891; and Lieutenant-Colonel, March, 1861.

STATIONS OF THE ROYAL NAVY IN COMMISSION.

*(Corrected to September 26.)**With the Dates of Commission of the officers in Command.*

- Aboukir, 86, sc., Comdre. Sir F. L. McClintock, 1854, Jamaica
- Achilles, 26, sc., Capt. E. W. Vansittart, 1856, Portland
- Acorn, Hosp. Ship, Mast-com. D. H. Speer, 1856, Shanghai
- Active, 20, Training Ship, for Naval Reserve, Com. G. G. Duff, 1864, Sunderland
- Adder, st. ves., Second Master W. Blakey, (acting) Chatham
- Adventure, 2, sc. troop ship, Capt. H. D. Hickley, 1864, China
- Advice, st. ves., Second Mast-com. M. Raymond, 1849, Queenstown
- Alberta, 1, pad., Staff-com. Welch, 1863, special service
- Alert, 17, sc. Com. H. H. Knocker, 1863, Pacific
- Algerine, 3, Lieut.-com. Domville, 1862, China
- Antelope, 3, Lieut.-com. J. Bruce, 1859, West Coast of Africa
- Arethusa, 35, sc. Captain R. Coote, 1854, Mediterranean
- Argus, 6, Com. F. W. Hullowes, 1865, China
- Asia, Capt. W. C. Chamberlain, Flag of Rear-Adl. Wellesley, C.B., 1853, Guard Ship of Reserve, Portsmouth
- Assurance, 4, sc. Com. J. B. Scott, 1861, W. Coast of Africa
- Aurora, 35, sc. Capt. A. F. R. de Horsey, 1857, North America and West Indies
- Banterer, 2 sc., Lieut.-com. Pringle, China
- Barracouta, 6, Commander George D. Bevan, 1861, North America and West Indies
- Basilisk, 6, Capt. W. N. W. Hewett, V.C., 1862, China
- Bellerophon, 14, Capt. Macdonald 1854, Portsmouth
- Black Eagle, 2, pad., Staff-commander Whillier, 1863, Special Service
- Boscawen, 20, Com. Macleod B. Cockcraft, 1855, Training Ship, Southampton
- Brilliant, 16, Com. J. E. Bickford, 1860, Naval Reserve Drill Ship, Dundee.
- Brisk, 16, Capt. W. C. Hope, 1861, Australia
- Bristol 39, Commodore G. T. P. Hornby, Capt. Levenson E. Somerset, 1862, West Coast of Africa
- Britannia, 8, Cadet Training Ship, Capt. J. Corbett, 1857, Dartmouth
- Britomart, Lieut.-Com. A. H. Allington, 1859, North America and West Indies
- Bustard, 2, sc. gunboat, Lieut.-rom. Maquay, 1855, China
- Cadmus, 21, sc., Capt. A. Gordon, 1858, North America and West Indies
- Caledonia, 31, — Flag of Vice Adl. Lord Clarence Paget.
- Cambridge, gunnery ship, Capt. Hon. F. A. C. Foley, 1860, Devonport
- Canopus, Naval Barrack, Captain G. Napier, 1856, Devonport
- Caradoc, pad., 2, Lieut.-com. J. M. D. Elphinstone, 1859, Mediterranean
- Castor, 22, Commander E. C. Symons, Naval Reserve Drill Ship, North Shields
- Challenger, 22, Capt. R. Lambert, C.B., 1855, Australia
- Chanticleer, 17, sc. Com. W. Bridges, Pacific
- Charybdis, 17, sc., Capt. A. M. L. Lyons, 1862, Australia
- Cherub, 3, Lieutenant-com. Spencer R. Huntley, 1860, Lakes of Canada
- Clio, 22, sc., Capt. N. E. B. Turnour, 1859, Pacific
- Cockatrice, 2, sc., Com. A. D. Bogle, 1865, Danube
- Cockchafer, 2, sc., gunboat, Lieut.-com. Howard Kerr, 1857, China
- Columbine, 4, sc., Com. J. E. Erskine 1862, Pacific
- Cormorant, 4, sc. Com. G. D. Broad, 1860, China
- Cordelia, 11, sc., Com. C. Parry, 1861, North America and West Indies
- Constance, 39, sc., Capt. E. K. Barnard, N. America and West Indies
- Crocodile, 2, Capt. G. W. Watson, 1864, troop service.
- Cruiser, 5, Com. M. Singer, 1862, Mediterranean

- Cumberland, 24, Captain Hon. A. A. Cochrane, C.B., 1854, receiving ship Sheerness
- Dædalus, 16, Com. J. T. M. Nicholl, 1860, Naval Reserve Drill ship, Bristol
- Daphne, 4, Com G. L. Sullivan, 1862, Devonport.
- Dart, 5, Com. M. Lowther, 1859, West Coast of Africa
- Dasher, 2, st. ves., Com. J. H. Bushnell, 1861, Channel Islands
- Dauntless, 31, sc. Capt. E. P. Von Donop, 1855, Coast Guard, River Humber
- Dee, 1, st. Store Ship. Mast.-com. G. Raymondt 1858, Channel service
- Delight, 2, Lieut.-com. Larcum, 1863, West Indies.
- Donegal, 81, sc., Capt E. W. Turnour, 1854, Liverpool
- Doris, 25, sc., Capt. Charles Vesey, 1860, North America and West Indies
- Doterel, 2, sc. gunboat, Lieutenant-com. Thompson, 1854, S. E. Coast of America
- Drake, 2, Lieutenant-com. Hunt, 1860, China
- Dromedary, sc. store ship, Mast.-com. Allard, 1851, West Coast of Africa
- Dryad, 4, Com. H. B. Fellows, 1862, Devonport.
- Duke of Wellington, 49, Barrack Ship Capt. Fellowes, 1859, Portsmouth
- Duncan, 81, sc., Com. J. W. Tarleton, C.B., 1853, Channel Squadron
- Eagle, 50, Com. W. E. Fisher, 1856, Naval Reserve Drill Ship, Liverpl.
- Egmont, receiving ship, Capt. H. F. W. Ingram, 1863, Rio de Janeiro
- Elfin, pad., Mast.-com. A. Balliston, 1853, Portsmouth
- Enchantress, 1, st. Admiralty Yacht, Staff-com. J. S. Petley, 1863, particular service
- Endymion, 21, sc., Capt. Wake, Mediterranean
- Enterprise, 4, sc. Com. G. S. Bosanquet 1863, Mediterranean
- Esk, 21, sc., Capt. J. P. Luce, 1858, ordered home
- Espoir, 5, sc., Com. M. L. S. Peile, 1862, West Coast of Africa
- Euphrates, 2, Capt M. B. Dunn, 1862, voyage to India
- Excellent, gunnery ship, Capt. W. A. Hood, 1858, Portsmouth
- Falcon, 17, sc., Com. H. L. Percival, 1865, Australia
- Favourite, 10, sc., Capt. H. Short, 1858 North America and West Indies
- Fawn, sc., 17, Capt. A. J. Heysham, 1864, N America and West Indies
- Firequeen, st. ves., Staff-com. W. Paul, 1863, Portsmouth
- Firm, 3 Lieut.-com. Rochfort. 1860, Japan
- Fisgard, 42, Comdre. Edmonstone, Woolwich
- Flora, 40, Captain Welmshurst, 1866, Ascension
- Formidable, 26, Vice Admiral Sir B. Walker, K.C.B., Capt. Mackenzie, 1859, Sheerness
- Forester, 3, Lieut.-com. J. E. Stokes, 1858, China
- Forward, 2, sc. Lieut.-com. Denny, 1858, Pacific
- Fox, 2, sc. store ship, Staff-commander Moriarty, C.B., particular service
- Frederick William, 74, sc. Capt. John J. Kennedy, C.B., 1856, Coast Guard, Queenstown
- Galatea, 26, sc., Capt. H.R.H. The Duke of Edinburgh, K.G., 1865, Particular service
- Ganges, training ship, Com. J. E. Wilson, 1865, Falmouth
- Gannet, 11, Capt. W. Chimmo, 1864, North America and West Indies
- Gladiator, 6, st. ves., Capt. Aplin, 1861, Channel service
- Gleaner, gunboat. Lieut. Charles F. Hill 1855, Brazils
- Grasshopper, 2 sc. ganboat, Lieut.-com. J. E. Patterson, 1855, China
- Greyhound, 17, Capt. C. Stirling, 1863, Comdre|Hornby, W. Coast of Africa
- Hardy, 2, sc. gunboat, Lieut.-com. Morice, 1859, China
- Havoc, 2, sc. gunboat, Lieut.-com. Cameron, 1855, China
- Haughty, 2 sc. gunboat, Lieut.-com. Singleton, 1858, China
- Helicon, Commander E. Field, 1862, Channel Squadron
- Heron, gunboat, Lieut.-com. Solly, Lakes of Canada
- Hibernia, receiving ship, Rear Adm. H. Kellett, Com. G. L. Norcock, 1859 Malta
- Highflyer, 20, sc., Capt. M. S. Pasley, 1860, Mozambique
- Himalaya, troop ship, Capt. S. B. Piers, 1863, Particular service
- Hydra, 1, st. ves., Capt. Peter F. Shortland, 1859, Mediterranean, survey
- Icarus, 3, Com. S. P. Townshend, 1865 China
- Implacable, 24, Com. P. W. Pellew, 1863, Training Ship, Devonport
- Impregnable, 78, Capt. F. S. Tremlett, 1863, Training Ship, Devonport
- Indus, Rear Admiral Drummond, Capt. G. Wiles, 1856, Devonport

- Industry, 2, sc. store ship, Mast.-com. E. C. T. Youel, 1850, particular service
- Insolent, 2, Lieut.-com. Keppel, 1859, China
- Investigator, 2, st. ves. Lieut. Jones, West Coast of Africa
- Irresistible, 24, sc., Capt. G. Le G. Bowyear, 1856, Coast Guard Southampton
- Jackall, 4, st. ves., Lieut.-com. Dupuis, 1859, Devonport
- Janus, 3, Lieut.-com. Johnstone, 1865, China
- Jaseur, 5, Com. C. F. Hotham, 1865, West Coast of Africa
- Jason, 17, Capt. M. Aynsley, 1862, North America and West Indies
- Jumna, 2, Capt. B. S. Prichard, 1863, Plymouth
- Landrail, 5, sc., Com. H. L. Maitland, West Coast of Africa
- Lee, 5, Com. C. W. Andrews, 1861, Sheerness.
- Lizard, 1, st. ves., Lieut.-com. Price, 1854, Sheerness
- Liffey, 31, sc., Capt. J O Johnson, 1856, Devonport
- Lightning, 3, st. ves., Com. D. Aird, survey Coast of Scotland
- Liunet, 2, sc., Lieut. Com. C. P. Bush, 1857, Brazils
- Lion, 60, sc. Capt. J. M. Hayes, C.B. 1855, Coast Guard, Greenock
- Lord Clyde, 24, sc. Capt. R. Dew, C.B. 1858, Portland
- Lord Warden, sc., 20, Capt. W R Roland, 1857, Devonport
- Lyra, 9, sc., Com. R. A. Parr, 1861, Mozambique
- Malabar, 2, Capt. F. D. Rich, 1855, troop service.
- Malacca, 17, Capt. R. B. Oldfield, 1862, Pacific
- Magnet, gunboat, Lieut.-com. G. B. Goolden, 1854, Sheerness
- Manilla, sc., Mast.-com. Ryan, 1854, China
- Martin, 12, Training brig, Lieut.-com. G. B. Evans, Portsmouth
- Medusa, 2, st. ves. Mast.-com. Potter, 1851, Channel service
- Megæra, 6, Capt. J. Simpson, 1865, store service
- Minotaur, 24, Captain J G. Goodenough, 1863, Channel Squadron
- Minstrel, 2, Lieut.-com. M. B. Medleyott, 1859, Lakes of Canada
- Mullet, 5, Commodore A. P. V. Robinson, 1861, West coast of Africa
- Mutine, 17, sc. Com. H. McC. Alexander, 1864, Pacific
- Myrmidon, Nav. Lieut. A. T. Miller, 1867, Chatham.
- Narcissus, 35, sc. Rear Adm. G. Ramsay, C.B., Capt. J. C. Wilson, 1865, Brazils
- Nassau, 5, Capt. R. C. Mayne, 1864, Straits of Magellan
- Nereus, 6, store depot, Staff.-com. C. R. P. Forbes, 1863, Valparaiso
- Nettle, 2, Lieut. com. — Jamaica
- Niger, 13, Capt. J. Bruce, 1862, North America and West Indies
- Nimble, 5, Com. A J Chatfield, 1862, North America
- Niobe, 4, Com. T. E. Mackenzie, 1863, Devonport
- Nymphæ, 4, Com. T. Barnardiston, 1862, Devonport
- Ocean, 23, iron-clad, Capt. Chandos Stanhope, Mediterranean
- Octavia, 35, Capt. C. A. Campbell, 1863 flag of Commodore L. G. Heath, C.B. 1854, East Indies
- Oberon, 3, st. ves., Lieut.-com. Hand, 1858, West Coast of Africa
- Opossum, 2, Lieut.-com. Mainwaring, 1858, China
- Orontes, 2, sc., troop ship, Capt. H. Phelps, 1864, Portsmouth
- Osborne, st. yacht, Com John D'Arcy, 1863, particular service
- Osprey, sc. 4, Com. W. Menzies, 1862, ordered home
- Pallas, 6, Capt. M. Connolly, 1858, Devonport
- Pearl, 21, Capt. J. F. Ross, China
- Pelorus, 21, sc. Capt. W. H. Haswell, 1858, ordered home
- Pembroke, 25, sc. Commodore John W. Tarleton, C.B., Capt. Spencer, 1856, Harwich
- Penguin, 5, Lt.-com. J. J. Martin, 1860, East Indies.
- Perseus, 17, sc., Com. E. Stevens, 1860, China
- Petrel, 3, Com. W. E. Gordon, 1861, Cape of Good Hope
- Phœbe, 35, Capt. T. Bythessea, V C., 1861, Devonport
- Pigmy, 3, st. ves. Mast.-com. Petch, 1861, Portsmouth
- Porcupine, 3, st. ves. Staff.-com. Calder, 1863, Downs, survey
- President, 16, Com. Comber, 1860, Naval Reserve Drill Ship, London
- Prince Consort, 31, sc., Capt. Edward A. Ingelfield, 1853, Mediterranean
- Princess Alice, 1, st. ves., Mast.-com. Parker, 1855, Devonport
- Princess Charlotte, 12, Comdre. Jones, 1863, Receiving Ship, Hong Kong
- Psyche, 2, st. ves., Lieut.-com. Sir Francis Blackwood, Bart, 1859, Mediterranean
- Racer, sc., 11, Com. L. Brine, 1854, Mediterranean
- Racoon, 22, sc., Capt. R. Purvis, 1857, Cape of Good Hope
- Ranger, 5, sc. Com. W. A. Gambier, 1865, Coast of Africa

- Rattler, 17, sc., Com. J. T. Swann, 1864, China
- Rattlesnake, 19, Commodore. W. M. Dowell, C.B., 1858, Devonport for West Coast of Africa
- Reindeer, 7, Com. E. Nares, 1860, Pacific
- Research, 4, sc., Com. A. Morrell, 1861, Coast of Ireland
- Revenge, 73, Capt. W. J. S. Pullen, 1856, Pembroke
- Rifleman, 8, sc., Mast. com. J. W. Reed, 1858, China Seas, survey
- Rinaldo, 7, Com. W. K. Bush 1861, China
- Rodney, 78, sc., Capt. A. C. F. Heneage, 1866, Vice-Adml. Hon. Sir H. Keppel, K.C.B., China
- Royal Adelaide, 26, Adml. W. F. Martin, Bart., K.C.B. Capt. W. Preedy, C.B. 1855, Devonport
- Royal Alfred, 18, sc., Capt. F. A. Herbert, 1864, Vice-Adml. Sir G. R. Mundy, K.C.B., N. A. & W. Indies
- Royal George, 78, sc., Capt. Thomas Miller, 1852, Coastguard Kingstown, Dublin
- Royal Oak, 35, sc. Capt. G. Keane, 1854, Mediterranean
- Royal Sovereign, sc., 5, Capt. C P Coles, C.B., 1856, Portsmouth
- Salamander, 6, st. ves., Com. G. S. Nares, 1862, ordered home
- Salamis, 1, st. ves. Com. F. G. Suttle, 1863, China
- Sandfly, gunboat, Lieut. Shuckburgh, 1863, Devonport
- Satellite, 11, Capt. J. Edye, 1862, passage to China
- Saturn, Capt. Hall, 1855, Pembroke
- Scout, 21, Capt. J. A. P. Price, 1860, Pacific
- Serpent, 3, Com. J. Bullock, surveying in Japan
- Sealark, 8, Training Brig, Lieut.-com. J. N. Croke, 1855, Devonport
- Serapis, 2, Capt. J. C. Soady, 1863, troop service.
- Seringapatam, Receiving Ship, Comdre. G. G. Randolph, 1859, Cape of Good Hope
- Sharpshooter, 6, sc., Lieut.-com. B. S. Hamilton, 1859, Brazil
- Shearwater, 11, sc. Com. Thomas G. Smith, 1862, ordered home
- Simoom, 4, Capt. Thomas B. Lethbridge 1843, troop service
- Skylark, 2, Lieut.-com. Swinton, 1856, Gibraltar
- Slaney, 3, sc. gunboat, Lieut.-com. Elwyn, 1855, China
- Snap, 2, Lieut.-com Powys, 1859, China
- Sparrowhawk, 4, Com. E. A. Porcher, Pacific
- Speedy, 2, gunboat, Mast.-com. Burney 1859, Channel Islands
- Speedwell, sc., 5, Com. T P Jones-Parry, Woolwich
- Sphinx, 6, Capt. R. V. Hamilton, 1862, North America and West Indies
- Spider, 2, sc. gunboat, Lieut.-com. John B. Mitchell, 1854, S. E. Coast of America
- Spiteful, 6, paddle, Com. B. L. Lefroy, 1863, Brazil
- Sprightly, st. ves., Mast.-com. G. Allen acting, Portsmouth
- Squirrel, 8, Training Brig, Lieut.-com. T. K. Hudson, 1857, Devonport
- Star, 4, Com. R. Bradshaw, East Indies
- St. George, 84, sc. Capt. M. S. Nolloth 1856, Coast Guard, Portland
- Staunich, 2, sc., Lieut.-com. Dunlop, 1856, China
- St. Vincent, 26, Training Ship, Com. Carter, 1862, Portsmouth
- Steady, 5, sc. Com. J. P. Parry 1863, North America and West Indies
- Supply, 2, sc. Staff-com C. Bowden, 1864, store service Woolwich
- Sutlej, 35, sc., Vice-Adml. Hon. J. Denman, C.B., Capt. T. P. Coode. 1852, ordered home
- Sylvia, 4, Com. E. Brooker, 1863, China
- Tamar, 2, sc. troop ship, Capt. F. W. Sullivan C.B., 1863, Portsmouth
- Terrible, 21, Capt. Commerell, V.C., 1859, Mediterranean
- Terror, 16, sc. Capt. J. B. Wainwright, 1853, Bermuda
- Topaze, 31, Comdre. Powell, 1858, Pacific
- Torch, 5, sc., Capt. G. Douglas, West Coast of Africa
- Trincomalee, 16, Com. E. T. Nott, 1863, Naval Reserve drill Ship, Hartlepool
- Triton, pad., 3, Lieut.-Com. R. H. Napier 1857, Brazils
- Tyrian, 1, Lieut. E. J. Church, 1861, Mediterranean
- Urgent, 4, sc. Capt. S. H. H. Henderson, 1863, troop service
- Vestal, 4, sc., Com. S. P. Brett, 1862, West Coast of Africa
- Victoria and Albert, steam yacht, Capt. H.S.H. Prince Leiningen, K.C.B., 1860, Portsmouth
- Victory, 12, Capt. F. B. P. Seymour, flagship of Admiral Sir T. Pasley, Bart., Portsmouth
- Virago, 6, pad., Com. H. M. Bingham, 1862, passage to Australia
- Vigilant, 4, sc., Com. R. A. O. Brown, 1862, East Indies and Cape of Good Hope

- Vindictive, 2. store ship. Mast.-com.
G. Stovin, Fernando Po
- Vivid, 2, st. ves. Staff-com. T. W. Sullivan, 1863, Woolwich
- Warrior, 32, Capt. H. Boys, 1857, Portsmouth
- Wasp, 13, sc. Capt. Norman B. Beddingfield, 1862, Mozambique ordered home
- Waterwitch, hyd. prop., Com. P R Sharpe, Woolwich
- Wezeal, 1, sc. gunboat Lieut.-com. Tuke, 1856, China
- Wellesley, 17, Capt. W. H. Stewart, C.B. 1854, Chatham
- Wildfire, st. ves. Mast.-com. G. Brockman, 1854, Sheerness
- Winchester, 12, Drill Ship for Naval Reserve, Com. Charles J. Balfour, 1865, Aberdeen
- Wizard, 1, Lieut.-com. Patrick J. Murray, 1859, Mediterranean
- Wolverine, 21, sc., Capt. T. Cochran, 1857, N. America and W. Indies
- Wyvern, 4, Capt. H. T. Burgoyne, 1861 Portsmouth
- Zealous, 20, ironclad, Capt. R. Dawkins 1863, Flag of Rear Admiral Hon. G. F. Hastings, Pacific
- Zebra, 7, Com. Edwin J. Pollard, 1861, China

STATIONS OF THE BRITISH ARMY.

(Corrected up to the 26th September, 1867, inclusive.)

Where two places are mentioned, the last-named is that at which the Depot is stationed.

- 1st Life Guards—Hyde Park
 2nd do.—Windsor
 Royal Horse Guards—Regent's Park
 1st Dragoon Guards—Aldershot
 2nd do.—Bengal, Canterbury
 3rd do.—Bombay, ditto.
 4th do.—Aldershot
 5th do.—Colchester
 6th do.—Cahir
 7th do.—Bengal, Canterbury
 1st Dragoons—Newbridge
 2nd do.—Curragh
 3rd Hussars—Hounslow
 4th do.—Exeter, Canterbury
 5th Lancers—Bengal, Canterbury
 6th Dragoons—York.
 7th Hussars—Bengal, Canterbury
 8th do.—Manchester
 9th Lancers—Dublin
 10th Hussars—Dundalk
 11th Hussars—Bombay, Canterbury
 12th Lancers—Newbridge
 13th Hussars—Canada, Canterbury
 14th do.—Edinburgh
 15th Hussars—Norwich
 16th Lancers—Madras, Canterbury
 17th do.—Brighton
 18th Hussars—Madras, Canterbury
 19th do.—Bengal, ditto.
 20th do.—Bengal, ditto.
 21st do.—Bengal, ditto.
 Military Train—Woolwich, Troops, 5, 7,
 18, 20, 21, 24,—Chatham 23.
 Do.—Kensington and Regent's Park, 4.
 Do.—Portsmouth, 19.
 Do.—Dublin, 2 and 3.
 Do.—New Zealand, 13, 14, 15, and 16
 Do.—Aldershot, 1, 9, 10, 11, 12, 17,
 and 22.
 Do.—Curragh, 6 and 8
 Grenadier Guards (1st bat.)—Windsor
 Do. (2nd bat.)—Chelsea Barracks
 Do.—(3rd bat.)—Wellington Barracks
 Coldstream Gds (1st bat.)—Tower
 Do. (2nd bat.)—Curragh
 Scots Fusilier Guards, (1st bat.)—
 Chelsea
 Do. (2nd bat.)—Wellington Brks
 1st Foot (1st).—Madras, Chatham
 Do. (2nd bat.)—Bombay ditto.
 2nd do. (1st bat.)—Bombay, ditto.
 Do. (2nd bat.)—Athlone
 3rd do. (1st bat.)—Bengal, Shorncliff
 Do. (2nd bat.)—Belfast
 4th do. (1st bat.)—Bombay, Parkhurst
 Do. (2nd bat.)—Nova Scotia ditto.
 5th Foot (1st bat.)—Bengal, Shorncliff
 Do. (2nd bat.)—Dover
 6th do. (1st bat.)—Fermoy
 Do. (2nd bat.)—Edinburgh
 7th do. (1st bat.)—Bengal,
 7th do (2nd bat.)—Gosport,
 8th do. (1st bat.)—Malta, Chatham
 Do. (2nd bat.) Malta, ditto
 9th do. (1st bat.)—Cape, Pembroke
 Do. (2nd bat.)—Japan, Pembroke.
 10th do (1st bat.)—Cape of Good Hope
 Chatham
 Do. (2nd bat.)—Madras, Chatham
 11th do (1st bat.)—Bengal, Parkhurst
 Do. (2nd bat.) Cape of Good Hope,
 Parkhurst
 12th do. (1st bat.)—Devonport
 Do. (2nd bat.)—Bengal, Gosport
 13th do. (1st bat.)—Gibraltar Shorncliff
 Do. (2nd bat.)—Portland & Weymouth
 14th do. (1st bat.)—Malta, Chatham
 Do. (2nd bat.)—Melbourne, Chatham
 15th do (1st bat.)—N. Brunswick, ditto.
 15th do. (2nd bat.)—Gibraltar, Chat-
 ham
 16th do. (1st bat.)—Canada, Colchester
 Do. (2nd bat.)—Barbadoes, ditto
 17th do (1st bat.) Kilkenny
 Do. (2nd bat.)—Canada, Chatham
 18th do. (1st bat.) Chester
 Do. (2nd bat.)—New Zealand, Colchester
 19th do. (1st bat.)—Bengal, Sheffield
 Do. (2nd bat.)—Birmah, Sheffield
 20th do. (1st bat.)—Devonport
 Do. (2nd bat.)—Cape, Shorncliff
 21st do. (1st bat.)—Curragh
 Do. (2nd bat.)—Madras, Preston
 22nd do. (1st bat.)—New Brunswick
 Chatham
 Do. (2nd bat.)—Newcastle-on-Tyne
 23rd do. (1st bat.)—Bengal, Walmer
 Do. (2nd bat.)—Canada, Newport
 24th do. (1st bat.)—Malta, Sheffield
 Do. (2nd bat.)—Rangoon, Sheffield
 25th do (1st bat.)—Glasgow,
 Do. (2nd bat.)—Bengal, Preston
 26th do.—Bombay, Preston
 27th do.—Bengal, Dover
 28th do.—Curragh
 29th do.—Canada, Chatham
 30th do.—Canada, ditto.
 31st do.—Malta Chatham
 32nd do.—Mauritius, Colchester
 33rd do.—Bombay, Sheffield

34th do.—	Portsmouth.	78th do.—	Canada, Aberdeen
35th do.—	Bengal, Colchester	79th Foot—	Bengal, Aberdeen
36th do.—	Bengal, Pembroke Dock	80th do.—	Aldershot
37th Foot—	Bengal, Pembroke	81st do.—	Cork
38th do.—	Bengal, Gosport	82nd do.—	Bengal, Chatham
39th do.—	Dublin	83rd do.—	Gibraltar, Colchester
40th do.—	Devonport	84th do.—	Jamaica, Colchester
41st do.—	Bengal, Colchester	85th do.—	Curragh
42nd do.—	Bengal, Fort George	86th do.—	Mauritius, Gosport (detained at Cape of Good Hope)
43rd do.—	Aldershot	87th do.—	Gibraltar, Walmer
44th do.—	Aldershot	88th do.—	Bengal, Parkhurst
45th do.—	Bombay, Chatham	89th do.—	Dublin
46th do.—	Bengal, Pembroke	90th do.—	Bengal, Preston
47th do.—	Nova Scotia, Pembroke	91st do.—	Bengal, Fort George
48th do.—	Dublin	92nd do.—	Curragh
49th do.—	Bombay, Colchester	93rd do.—	Bengal, Aberdeen
50th do.—	Sydney, Chatham	94th do.—	Bengal, Colchester
51st do.—	Dover	95th do.—	Bombay, Pembroke
52nd do.—	Dublin	96th do.—	Bombay, Colchester
53rd do.—	Canada, Shorncliffe	97th do.—	Portsmouth
54th do.—	Aldershot	98th do.—	Portsmouth
55th do.—	Bengal, Sheffield	99th do.—	Cape of Good Hope, Preston
56th do.—	Aldershot	100th do.—	Canada, Colchester.
57th do.—	Manchester	101st do.—	Bengal, Walmer
58th do.—	Bombay, Pembroke	102nd do.—	Madras, Shorncliffe
59th do.—	Ceylon, Gosport	103rd do.—	Bengal, ditto.
60th do. (1st bat.)—	Canada, Winchester	104th do.—	Bengal, Walmer
Do. (2nd bat.)—	Bengal, Winchester	105th do.—	Bengal, Shornecliffe
Do. (3rd bat.)—	Madras, Winchester	106th do.—	Bengal, Chatham
Do. (4th bat.)—	Canada, Winchester	107th do.—	Bengal, Preston
61st do.—	Bermuda, Gosport	108th do.—	Madras, Gosport
62nd do.—	Buttevant	109th do.—	Bombay, Chatham
63rd do.—	Dublin	Rifle Brigade (1st bat.)—	Canada, Winchester
64th do.—	Malta, Parkhurst	Do (2nd bat.)—	Bengal, Winchester
65th do.—	Cork	Do. (3rd bat.)—	Bengal, Winchester
66th do.—	Jersey	Do. (4th bat.)—	Chichester
67th do.—	Waterford	1st West India Regiment—	Sierra Leone
68th do.—	Aldershot	2nd do.—	Bahamas
69th do.—	Canada, Preston	3rd do.—	Jamaica
70th do.—	Aldershot	4th do.—	Barbados
71st do.—	Fermoy	Ceylon Rifle Regiment—	Ceylon & China
72nd do.—	Aldershot	Cape Mounted Rifles—	Cape of Gd. Hope
73rd do.—	China, Shorncliffe	Royal Canadian Rifle Regiment—	Canada
74th do.—	Limerick	Royal Malta Fencible Artillery—	Malta
75th do.—	Gibraltar Shornecliffe		
76th do.—	Madras, Shornecliffe		
77th do.—	Bengal, Gosport		

DEPOT BATTALIONS.

1st Depot Battalion—	Chatham	9th —	Preston
2nd do.—	ditto.	10th do.—	Shorncliffe
3rd do.—	ditto.	11th do.—	Gosport
4th do.—	Colchester	12th do.—	Shorncliffe
5th do.—	Parkhurst	13th do.—	Pembroke
6th do.—	Walmer	14th do.—	Sheffield
7th do.—	Winchester	15th do.—	Aberdeen
8th do.—	Colchester	Cavalry Depot—	Canterbury

PROMOTIONS AND APPOINTMENTS.

NAVY.

ADMIRALTY, Aug. 23.

Lieut. the Hon. J B Vivian has this day been promoted to be a Commander in Her Majesty's Fleet.

Sub-Lieuts. to be Lieuts. in Her Majesty's Fleet:—R F Ward, A W Hamilton, and L A Beaumont.

The following promotions have this day been made:—

To be Engineers in Her Majesty's Fleet:—Messrs. J Leeson, J R Harvey, T G Punnett, T J Warburton, and E Wimshurst (acting).

Aug. 29.

Lieut. G R Keene has been promoted to be a retired com., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860, 9th July, 1864, and 24th March, 1866.

Aug. 30.

Mr. W Bryan has this day been promoted to the rank of eng. in Her Majesty's Fleet, with seniority of Aug. 23, 1867.

Sep. 5.

The following Flag promotions have taken place, consequent on the death of Rear-Admiral T Hope on Aug. 31, and they are to date from Sep. 1, 1867:

Capt. E S Sotheby, C.B., to be rear admiral in Her Majesty's Fleet.

Retired Capt. T G Forbes to be retired rear admiral, under Her Majesty's Orders in Council of Aug. 1, 1860, and July 9, 1864.

Retired Capt. W N Fowell to be retired rear admiral, under His Majesty's Orders in Council of April 24, 1847, June 25, 1851, and June 26, 1867.

Sub-lieuts. to be lieuts. in Her Majesty's Fleet: Messrs.—G C E Lockhart, H L H Veith, W Duthy, T Suckling, E G Festing, C E Napier, F G M Powell, C T

Francis, V J English, A Ross, J A Challice, J H E Parker, P A Black, W F E Freeland, G B Bedford, J W Sunderlad, H W S Gibson, W M Carey, F Coddington, A M Causton, R C Gorst, A B Jenkins, H J G Garbett, R W Forster, G H R Willis, J T Harding, F A Moysey, and F R Olcken.

Sep. 6.

Capt. G G Randolph (1854), of Britannia, to be senior officer and commodore of the second class at the Cape of Good Hope, vice Caldwell, invalided.

Sep. 10.

Mr. G C Bencke has this day been promoted to the rank of acting Eng. in Her Majesty's Fleet, with seniority of June 27, 1867.

Mr. H Griffin has this day been promoted to the rank of first class assist eng. in Her Majesty's Fleet, with seniority of Sep. 5, 1867.

Sep. 14.

The following promotions have this day taken place in Her Majesty's Fleet:—Commanders W H Blake, A J Innes, T B M Sullivan, T A De Whal, M S L Pelle, J O Hopkins, to be capt.; Lieuts. E H Wilkinson, P P Luxmoore, A R Tinklar, A Eaton, E St. John Garforth, B W Bax, F H Hastings, the Hon. V A Montague, to be commanders.

Sep. 17.

Dr. J Andrews (b) has been this day promoted to the rank of staff-surg. in Her Majesty's Fleet, with seniority of Sep. 6, 1867; Mr. M B Kelly has this day been promoted to the rank of acting eng. in Her Majesty's Fleet, with seniority of July 5, 1867.

Sep. 19.

The undermentioned officers have this day been promoted to the rank of staff com. in Her Majesty's Fleet, with seniority of Aug.

20, 1867:—J Parsons, Esq., J P Dillon, Esq., W B Calver, Esq., P Going, Esq., J H Kerr, Esq., W L Scarnell, Esq.

PROMOTIONS AND APPOINTMENTS

Commanders—W D D Selby to Cumberland, for service at Naval Barracks at Sheerness; J B Scott to Assurance, vice Pym, invalided; C D Sanders to Prince Consort; J G Mead to Rattlesnake.

Lieuts.—B Moore to Mersey; C C Robinson to Duke of Wellington; G N Smallpiece and W Sherrooke to Crocodile; G T Morrell to Figgard, additional, for temporary service at transport office, Deptford; D D Younge, C J Wise, S M Medley, W F Boughey, E L Green, and F W Lewis, additional, to Figgard, for temporary service in transports; C B Payne to Nelson; E A Bolitho, M T Parks, E B P Kelso, W C Shuckburg, T E Sullivan, and G S Brown to Figgard, additional, for transport service: Hon W H Jolliffe to Liffey; J Bedingfield to Speedwell; J Hayes to Warrior; H C A Brand to Irresistible, for service in tender; T H Falcon to Impregnable; J F Baker to Figgard, additional, for transport service; E J Church, J C Burnell and H S T Chowne to Rattlesnake; E G Festing and J Challice to Octavia, for disposal; C T Francis and F A Moysey to Royal Alfred, for disposal; T Suckling, H W S Gibson, and W M Carey to Zealous, for disposal; G B Bedford, H G Garbett, J S Hardinge and A Ross to Rodney for disposal.

Staff Commanders—B B Stuart to be transport officer on board of Empress; W G Aldrich and J Symons to Figgard.

Navigating Lieuts.—A Hamilton to Figgard, for surveying duties; J E Scudamore, J F R Aylen and E Wise to Figgard; C Parkinson to Figgard, additional, for transport service: W F Rowe to Rattlesnake; W F A Greet to Jaseur; H G Hatch to Implacable, for Sea Lark.

Sub-Lieuts.—C E Stewart to Jaseur; T T A Smith to Rodney; T S Brand to Charybdis; A W

Moore to Jaseur; W M Annesley to Minotaur; W S Chambre to Dee.

Midshipmen—W W Glanville to Liffey; G W Hill to Wivern; H B Callander to Terrible; H B Rooper to Liffey; F Hotham to Arethusa; P E Warburton and F R Pelly to Challenger.

Naval Cadets—F G Langdon to Challenger; H C Hawker, F L Langdale, and J B Hay to Terrible; E F Tyacko and E B Scott to Phœbe; J B Hay to Victory.

Naval Cadets (if qualified)—F Alexander and E Chapman.

Naval Cadets (nominated)—R de la P B Pierse, M R Hayes, E D Ryder, W B T Muen.

Surgs.—W Edney to Donegal; J S Adams to Rattlesnake; R Pirken, M.D., to Cumberland, for Sheerness Dockyard; R C Scott to Irresistible; J Little to Excellent.

Acting Surg.—R R Siccama to Boscawen, additional.

Paymasters—C S Hill to Baracouta; H R Jones to Canopus; J D Gilpin to Indus; E Jago to Nelson; H L Bowling and T N Firth, additional, to Octavia, for transport service in the Indian Seas; W S Crealock to Tamar; J T Wells to Brilliant; W J C Row, additional, to Rattlesnake; A Allen to Cruiser; W H B Brown to Rattlesnake.

Assist.-Surgs.—Dr. G V Wright to Medusa; Dr. J R Burke to Jason; C Strickland to Minotaur.

Acting Assist.-Surgs.—V Duke, W P M Boyle and S Evans to Victory, additional, for Haslar Hospital; P O'C D'Ole, T C Hickery, and T St. J Choke, M.D., to Royal Adelaide, additional, for Plymouth Hospital.

Assist. Paymasters-in-Charge—G R Johnson to Ocean; E E Richmond to Jaseur.

Assist.-Paymasters—C B Skinner to Lion; H B Brenan to Duke of Wellington; F Pittman to Cumberland; F Byndman to Victory; G L Miller to Bellerophon; O Davey to Dauntless; J Cox to Rattlesnake; C P Penny, addi-

tional, to Rattlesnake; A S Eversfield to Achilles; R G Chandler to Asia; T W Cleave to Canopus; W R Weatherly to Cumberland.

Clerks—R S Jones to Warrior; G O E de H Goulett to Rattlesnake, in lieu of an assist.-clerk; J A Bell to Cambridge; J Barnes to Formidable.

Assist.-Clerk—J Bramble to Caledonia, as supernumerary, for disposal.

Chief Engineers—J Snell to Cumberland, for charge of engines of *Blanche*; G Cock to *Tamar*; G C Bardin to *Asia*, for charge of engines of *Edgar*; A Miller to *Rattlesnake*; A H Miller to *Indus*, for charge of engines of *Rattlesnake*.

T Scott (c) and H Johnson to *Caledonia*; J Hird, J C Weeks, and W Bryan to *Jaseur*; J T Kelly to *Liffey*; W Ball to *Medusa*; T F Hight and A Gray to *Euphrates*; W Saunders, W Inglis (b) and J Rastrick to *Nelson*; H C Jones to *Asia*, for service in *Ringdove*; J Turner to *Asia*, for service in *Hector*; T G R Knight to *Fox*; W Wheatley and J Turner to *Rattlesnake*; G F Williams, W J Warren, and S Lawton to *Zealous*; G Metcalfe, R Crosthwaite, and W Kelly to *Bristol*; W Sides to *Indus*, for *Skipjack*.

First Class Assist.-Engineers—J M'Millan to *Rattlesnake*; A Stewart (b) and W M Haddon to *Hibernia*; W J Grant to *Caledonia*; W Stretten to *Cumberland* for service in *Adder*; G Fabian to *Fox*; W S Littlejohn to *Dec*.

Second Class Assist.-Engineers—J Monk to *Bristol*; W Oates to *Liffey*.

Acting Second Class Assist.-Engineers—R C Callaway to *Caledonia*; E Norrington to *Phoebe*;

G J Ross to *Euphrates*; R H Andrews to *Rattlesnake*.

COAST-GUARD.

PROMOTIONS.

Chief Boatmen (to be acting chief officers of the second class) in command of stations—G Ellis, Binghamstown, to Ballycotton, vice Stabb, deceased; J H Davie, St. Alban's Head, to Woodbridge Haven, vice Pool; J Weeks, Pembroke Dock, to Chichester Harbour, vice M'Cosmick; F Earl, Lymington, to Camber, vice Webb; D Henderson, Cove Bay, to Pegwell Bay, vice Dixon; J Gallehawk, Lowestoft, to Reculvers, vice Spracklin; M Toomey, Wicklow Head, to Larne, vice Granger; T Jackson, Skegness, to Broadstairs.

REMOVALS.

Chief Officer (2nd Class)—R G Gibbon, Courtmarsherry, Kinsale, to command the Bantry Division, vice Staff-Com. Sullivan, resigned; J Dixon, from Pegwell Bay to No. 2 Battery, Deal, vice H Evans; Z Granger from Larne to Courtmarsherry, vice Gibbon; H Higgins from *Roches Point* to *Coverack*.

ROYAL NAVAL RESERVE.

APPOINTMENTS.

To be Sub-Lieuts.—T Donkins and C Douglas.

ROYAL MARINES.

ADMIRALTY, Sep. 16.

Royal Marine Light Infantry—Serj.-Maj, J Woon to be quartermaster, vice Scott, to retired half pay; Serg. R Halling to be quartermaster, vice Pritchett, whose period of Staff service has expired.

Sep. 19.

Royal Marine Light Infantry—Lieut. and Adj. W H Poyntz to be second caps., vice Connor, resigned.

ARMY.

THE ARMY GAZETTE.

WHITEHALL, Aug. 19.

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Knight of the United Kingdom of Great Britain and Ireland unto Harry St. George Ord, Esq., Col. in her Majesty's Army, Lieut.-Col. in the Corps of Royal Engineers, C.B., Governor and Commander-in-Chief of the Straits Settlements.

WAR OFFICE, PALM MALL, Aug. 20.

14th Regiment of Hussars—A Brassey, gent., to be cor., by purchase, vice Toler, transferred to the 74th Foot; Aug. 21.

Royal Regiment of Artillery—Lieut. E R Cottingham to be sec. capt., vice P Jackson, superseded for being absent without leave; Aug. 21.

Corps of Royal Engineers—Capt. J C B De Butts to be lieut.-col., vice C R Binney, who retires upon half pay; Aug. 21. Second Capt. E D Malcolm to be capt., vice De Butts; Aug. 21. Lieut. B H Melville to be sec. capt., vice Malcolm; Aug. 21.

11th Regiment of Foot—Lieut. H M Toller to be capt., by purchase, vice H S Stewart, who retires; Aug. 21. Ens. O J Forjett to be lieut., without purchase, vice S Halahan, deceased; June 9. Ens. J W O'Callaghan to be lieut., by purchase, vice Toller; Aug. 21. Ens. H F Burmester to be lieut., by purchase, vice Forjett, whose promotion by purchase on Aug. 7 has been cancelled; Aug. 21. Ens. E W Chalmers, from the 16th Foot, to be ens., vice Burmester; Aug. 21.

12th Foot—Maj. J M'Kay, from the School of Musketry, to be maj., vice Bythessea, who exchanges; Aug. 21.

13th Foot—Staff-Surg. F H Macfadin to be surg., vice Doherty, appointed to the 18th Foot; July 9.

16th Foot—A H Hill, gent., to U. S. Mag. No. 467, Oct. 1867.

be ens., by purchase, vice Ryley transferred to the 81st Foot; Aug. 21.

18th Foot—Surg. D J Doherty, from the 13th Foot, to be surg., vice J H Lewis, deceased; July 9.

19th Foot—Lieut. J G Moir to be adjt., vice Lieut. Knox, promoted; June 10.

25th Foot—Maj. C J S Wallace to be lieut.-col., by purchase, vice Brev.-Col. F Fane, who retires upon half pay; Aug. 21. Capt. T W Sheppard to be maj., by purchase, vice Wallace; Aug. 21. Lieut. W G Knox to be capt., by purchase, vice Sheppard; Aug. 21. Ens. D W Cork to be lieut., by purchase, vice W B Brown, who retires; Aug. 21. Ens. J L Ross to be lieut., by purchase, vice Knox; Aug. 21. Surg. H V Bindon, M.D., having completed 20 years' full pay service, to be surg.-maj. under the provisions of the Royal Warrant of April 1, 1867; July 29.

31st Foot—G H D Passey, gent., to be ens. by purchase, vice Cockran, transferred to the 52nd Foot; Aug. 21.

34th Foot—R Wymer, gent., to be ens., by purchase, vice R L Dickson, who retires; Aug. 21.

42nd Foot—Ens. A G Wauchope to be lieut., without purchase, vice C Spens, deceased; June 23.

43rd Foot—Lieut. J Hogarth to be capt., by purchase, vice H O Talbot, who retires; Aug. 21. Ens. H Collins-Splatt to be lieut., by purchase, vice Hogarth; Aug. 21. Lord C R Pratt to be ens., by purchase, vice Collins-Splatt; Aug. 21.

45th Foot—Ens. S R Rawlinson, from the 46th Foot, to be ens., vice Curtis, promoted; Aug. 21.

51st Foot—Lieut. W P L Lewes to be capt., by purchase, vice Hill, promoted, by purchase, in the 3rd West India Regiment; Aug. 21. Lieut. D V Stuart to be capt., by purchase, vice R N Cartwright, who retires; Aug. 21. Ens. A S

Wynne to be lieut., by purchase, vice Lewes; Aug. 21. Ens. H Talbot to be lieut., by purchase, vice Stuart; Aug. 21. B H B Kennett, gent., to be ens., by purchase, vice Wynne; Aug. 21.

52nd Foot—Lieut. H L Powys to be capt., by purchase, vice F A Champion, who retires; Aug. 21. Ens. H C H Gwynne-Holford to be lieut., by purchase, vice Powys; Aug. 21. Ens. L H Cockran, from the 31st Foot, to be ens., vice Gwynne-Holford; Aug. 21.

59th Foot—Lieut. H H Griffiths to be capt., by purchase, vice Leyne, promoted half pay maj., without purchase; Ens. W H D Jones to be lieut., by purchase, vice P Chalmers, who retires; Aug. 21. Ens. R Elias to be lieut., by purchase, vice Rudd, promoted; Aug. 21; Ens. W P Lawlor to be lieut., by purchase, vice Griffiths; Aug. 21. T C Fisher, gent., to be ens., by purchase, vice Jones; Aug. 21.

63rd Foot—Ens. V F K Drury-Lowe to be lieut., by purchase, vice M C Smith, who retires; Aug. 21. Ens. W O Adams, from the 4th Foot, to be ens., vice Ryan, promoted; Aug. 21. Ens. W F Nuthall, from the 20th Foot, to be ens., vice Drury-Lowe; Aug. 21.

69th Foot—Lieut. R F Stirke to be capt., without purchase, vice R T Pratt, deceased; Aug. 3. Ens. P M French to be lieut., without purchase, vice Stirke; Aug. 3. Ens. A J Borton to be lieut., vice French, whose promotion, by purchase, on the 7th Aug., has been cancelled; Aug. 21. Lieut. R B Clark to be adjt., vice Lieut. Stirke, promoted; Aug. 11.

73rd Foot—Staff-Surg. J H Hearn to be surg., vice Surg.-Maj. G K Hardy, M.D., appointed to the Staff; Aug. 21.

75th Foot—J J Bowness, Esq., late Capt. 86th Foot, to be paymaster, vice H A Gossett, deceased, Aug. 21.

78th Foot—Lieut. G E Lecky to be capt., by purchase, vice J T S Richardson, who retires; Aug. 21.

Ens. C Roberts to be lieut., by purchase, vice Lecky; Aug. 21.

81st Foot—Lieut. W H Warren to be capt., by purchase, vice J A Deans, who retires; Aug. 21. Ens. R K Brereton to be lieut., by purchase, vice Warren; Aug. 21. Lieut. G J Woods, from the 85th Foot, to be lieut., vice Purdon, who exchanges; Aug. 22. M N G Kane, gent., to be ens., by purchase, vice Brereton; Aug. 21.

85th Foot—Lieut. R Purdon, from the 81st Foot, to be lieut., vice Woods, who exchanges; Aug. 22. The second Christian name of Ens. Vivian is Haines, not Harries, as previously stated.

91st Foot—Lieut. C J Marshall, from General List of Bengal Infantry, to be Lieut., vice D H Robertson, whose appointment on Dec. 4. 1866, has been cancelled; Aug. 21.

92nd Foot—The appointment of F H Carpenter, gent., to an Ensigny by purchase, on July 31, has been cancelled.

93rd Foot—Ens. G H Elliott, from the 91st Foot, to be ens., vice McKechnie, deceased; Aug. 21.

97th Foot—The retirement of Capt. A R N Gould, and promotion of Lieut. R W Barbor, by purchase, on June 12, have been cancelled. Lieut. J C Minto to be capt., without purchase, vice A R N Gould, deceased; June 2. Ens. C E Hallett to be lieut., without purchase, vice Minto; June 2.

98th Foot—Staff Assist.-Surg. S Archer to be assist.-surg., vice J M N Beatty, promoted on the Staff; Aug. 21.

101st Foot—Lieut. C W Riggs to be capt., vice J C Partridge, deceased; June 15. Ens. T Maclean to be lieut., vice Riggs; June 15.

106th Foot—Lieut. J Wright to be capt., vice E S Jervis, who, in mitigation of a sentence of a general court-martial to be dismissed the service, has been permitted, in consideration of the Court's recommendation to mercy, to retire from the Army, receiving the value of a Captain's commission; Sept. 19, 1866. Ens. J Winslow to be

lieut., vice Wright; Sept. 19, 1866. Lieut. C Caldecott to be capt., vice Wright, whose promotion on Oct. 30, 1866, has been cancelled; Oct. 30, 1866. Ens. E R Baker to be lieut., vice Winslow, whose promotion on Oct. 30, 1866, has been cancelled; Oct. 30, 1866. Lieut. J W Garlick to be capt., vice E Coghlan, deceased; May 7. Ens. H Bailey to be lieut., vice E R Coker, whose promotion on Nov. 30, 1866, has been cancelled; Nov. 30, 1866. Ens. G G Bird to be lieut., vice Garrick; May 7.

109th Foot—Maj. A A P Browne to be lieut.-col., vice E Maude, who retires upon half-pay; Aug. 21. Capt. A Schmid (not Schmidt, as hitherto stated), to be maj., vice Browne; Aug. 21. Lieut. P Murray to be capt., vice Schmid; Aug. 21. Ens. R T Mayne to be lieut., vice Murray; Aug. 21.

Rifle Brigade—The Hon. G O M Bridgeman to be ens., by purchase, vice G F Edmonstone, who retires; Aug. 21.

2nd West India Regiment—Maj. R P Ireland, from the 3rd West India Regiment, to be lieut.-col., without purchase, vice C Prevost, who retires; Aug. 21. Ens. C H Warner to be lieut., without purchase, vice C C Sayce, deceased; July 3.

3rd West India Regiment—Capt. J E D Hill, from the 51st Foot, to be maj. by purchase, vice Ireland, promoted without purchase into the 2nd West India Regiment; Aug. 21.

4th West India Regiment—Maj. G J Ivey to be lieut.-col., without purchase, vice Brevet-Col. E Coran, who retires; Aug. 21. Capt. and Brevet-Maj. C J Barnard to be maj. by purchase, vice Ivey; Aug. 21.

DEPOT BATTALION.

Capt. A Cherry, 90th Foot, to be instructor of musketry, vice Capt. Upton, 26th Foot, who will rejoin his regiment; July 23.

SCHOOL OF MUSKETRY.

Capt. J M'Kay, Deputy-Assist. Adjt.-Gen., to be maj. without purchase, vice Brevet-Col. Bewes, pro-

moted to half-pay lieut.-col., without purchase; July 1.

Maj. H F Bythesen, from the 12th Foot, to be maj., vice M'Kay, who exchanges; Aug. 1.

MEDICAL DEPARTMENT.

Surg.-Maj. J C Dempster, M.D., from half pay, late 35th Foot, to be staff surg.-maj., vice Staff-Surg. F H Macfadin, appointed to the 13th Foot; July 9.

Surg. Maj. G K Hardie, M.D., from the 73rd Foot, to be staff surg.-maj.; Aug. 21.

Assist.-surg. J McNeill Beatty, from the 98th Foot, to be staff-surg., vice J H Hearn, appointed to the 73rd Foot; Aug. 21.

Staff Assist.Surg. R A Farquharson, M.B., has been permitted to resign his commission; Aug. 21.

VETERINARY DEPARTMENT.

To be Veterinary-Surges. of the First class—Vet.-Surg. G Longman, 9th Lancers, vice Hurford, promoted; Aug. 21. Vet.-Surg. C Steel, 12th Lancers, vice J Collins, promoted; Aug. 21. Vet.-Surg. J Tatam, Royal Artillery; Aug. 21. Vet.-Surg. J B W Skoulding, Royal Artillery; Aug. 21. Vet.-Surg. G Fleming, Royal Engineers; Aug. 21. Vet.-Surg. J Baldock, Royal Artillery; Aug. 21; Vet.-Surg. E Kelly, Royal Artillery; Aug. 21.

MILITARY STORE DEPARTMENT.

Ens. G C D Bampffield, from the 34th Foot, to be deputy-assist. superintendent of stores; Aug. 21.

Ens. H J Ferris, from the 62nd Foot, to be deputy-assist. superintendent of stores; Aug. 21.

Ens. M Coen, from the 21st Foot, to be deputy-assist. superintendent of stores; Aug. 21.

Ens. A L McIlwaine, from the 15th Foot, to be deputy assist. superintendent of stores; Aug. 21.

HALF PAY.

Lieut. J Mann, from the 15th Hussars, to be capt., without purchase; Aug. 21.

BREVET.

Lieut.-Col. J H Jolliffe, retired upon full pay, Royal Marine Light Infantry, to have the hon. rank of

col., in accordance with the provisions of the Order in Council of the 13th Nov., 1858; Aug. 21.

Second Apothecary J S Howard, M.D., of her Majesty's Indian Subordinate Medical Service, to have the hon. and local rank of assist.-surg.; Aug. 21.

The Commissions as majors of the undermentioned officers to be antedated as follows, such antedates not to carry back pay:— Capt. and Brevet-maj. H C Elphinstone, C.B., Bengal Engineers, to Dec. 26, 1856; Capt. and Brevet-Maj. A Leahy, Royal Engineers, to Dec. 3, 1857.

The undermentioned officers, having completed the qualifying service with the rank of lieutenant-col., to be cols., under the provisions of the Royal Warrant of 3rd Feb., 1866:—Lieut.-Colonel D'Oyly T Compton, Bombay Staff Corps (since deceased); Dec. 21, 1866. Lieut.-Col. T Thompson, Madras Staff Corps; Jan. 17. Lieut.-Col. S J K Whitehill, Bombay Staff Corps; Jan. 17. Lieut.-Col. J T Barr, Bombay Staff Corps; Jan. 17. Lieut.-Col. C P Rigby, Bombay Staff Corps (since retired); Jan. 18. Lieut.-Col. G A Leckie, Bombay Staff Corps; Feb. 7. Lieut.-Col. S F C Annesley, 10th Foot; March 3. Lieut.-Col. E W Boudier, Madras Staff Corps; March 8. Lieut.-Col. S Richards, Bengal Staff Corps; March 8. Lieut.-Col. A B Hankey, 83rd Foot; July 29. Lieut.-Col. T Raikes, 102nd Foot; July 30; Lieut.-Col. R Patton, 107th Foot; July 30.

The undermentioned promotions to take place in her Majesty's Indian Military Forces consequent on the death of Lieut.-Gen. J Eckford, C.B., Bengal Infantry, on July 3; Lieut.-Gen. B R Hitchius, Madras Infantry, on July 13; and Maj.-Gen. G H Swinley, Royal (late Bengal) Artillery, on May 31.

To be lieutenant-gens.: Maj.-Gen. T B Forster, Madras Infantry; July 3. Maj.-Gen. F F Whinyates, Royal (Madras) Artillery; July 14.

To be maj.-gens.: Col. J Brind,

C.B., Royal (Bengal) Artillery; June 1. Col. W B Wemyss, Bengal Cavalry; July 3. Col. R R Kinleside, Royal (Bengal) Artillery; July 14.

The undermentioned officers, who have retired upon full pay, to have a step of honorary rank, as follows:—

To be maj.-gens.: Col. Sir R Wallace, K.C.S.L., Bombay Staff Corps; Aug. 21. Col. C P Rigby, Bombay Staff Corps; Aug. 21.

To be cols.: Lieut.-Col. C F Grant, Bombay Infantry; Aug. 21. Lieut.-Col. H Drury, Madras Staff Corps; Aug. 21. Lieut.-Col. N C Boswell, Bengal Infantry; Aug. 21. Lieut.-Col. P Drummond, Bengal Infantry; Aug. 21. Lieut. Col. A S O Donaldson, Bengal Infantry; Aug. 21. To be lieutenant-gens.: Maj. G Atkinson, Madras Infantry; Aug. 21. Maj. S Douglas, Bengal Infantry; Aug. 21.

To be Inspectors-General of Hospitals: Deputy Ins.-Gen. of Hospitals J Anderson, M.D., Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals A H Cheke, Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals J Bowhill, C.B., Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals J Wilkie, M.D., Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals W G Prichard, M.D., Madras Establishment; Aug. 21.

To be Deputy Ins.-Gen. of Hospitals: Surg. Maj. J C Burton, M.D., Madras Establishment, Aug. 21.

THE MILITIA GAZETTE.

WAR OFFICE, PALM MALL, Aug. 20.

MEMORANDUM.

Her Majesty has been pleased to approve of the Ross, Caithness, Sutherland, and Cromarty Militia bearing the title of "The Highland Rifle Militia;" July 30.

WAR OFFICE, PALM MALL, Aug. 23.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

North Somerset Regiment of Yeomanry Cavalry—R S Allen,

Esq., to be capt., vice Murchison, resigned; Aug. 19.

5th Regiment of West York Militia—J J Harrison, Esq., to be maj., vice Sole, who retires, with leave to retain his rank and wear his uniform; Aug. 15.

Hussar (Prince of Wales' Own) Regiment of Yorkshire West Riding Yeomanry Cavalry—Cor. W Ingilby to be lieutenant, vice H F C Vyner, resigned; July 27. Cor. A Fairbairn to be lieutenant, vice Consett, resigned; July 27. H Ullick, Viscount Lascelles, Grenadier Guards, to be cor., vice Ingilby, promoted; July 27.

West Kent Light Infantry Militia—T H Howe, gent., to be lieutenant, vice West, deceased; Aug. 15.

THE VOLUNTEER GAZETTE. WAR OFFICE, PALL MALL, Aug. 20.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

2nd Glamorganshire Artillery Volunteer Corps—J Young, gent., to be first lieutenant, Aug. 6.

1st Shropshire Rifle Volunteer Corps—H N Edwards to be hon. assist.-surg., Aug. 12.

WAR OFFICE, PALL MALL, Aug. 23. COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

2nd Wigtownshire Artillery Volunteer Corps—Lieut. J McClew to be capt., vice Wauchope, resigned; Aug. 14. W McNeil, gent., to be first lieutenant, vice McClew, promoted; Aug. 14. H Eaglesome, gent., to be sec. lieutenant; Aug. 14.

1st West Riding of Yorkshire Artillery Volunteer Corps—F W Lawson to be first lieutenant, vice Hill, resigned; Aug. 2.

2nd West Riding of Yorkshire Artillery Volunteer Corps—Sec. Lieut. F D Hutton to be first lieutenant, Aug. 6. F G Hodgson to be sec. lieutenant, vice Margerison resigned; Aug. 6.

4th West Riding of Yorkshire Artillery Volunteer Corps—G S Taylor to be surg., vice Allanson, deceased; Aug. 16.

5th West Riding of Yorkshire Artillery Volunteer Corps—First

Lieut. S Pollard to be capt., vice Johnson, resigned; Aug. 6. Sec. Lieut. H Farrar to be first lieutenant, vice Pollard, promoted; Aug. 6. W C Glover to be sec. lieutenant, vice Farrar, promoted; Aug. 6.

34th West Riding of Yorkshire Rifle Volunteer Corps—J Lockwood to be hon. assist.-surg.; July 30.

36th West Riding of Yorkshire Rifle Volunteer Corps—T W Badger to be ens., vice Oxley, resigned; July 24.

6th Cinque Ports Artillery Volunteer Corps—Sec. Lieut. H Crump to be first lieutenant, vice Mertens, resigned; July 8. T N Talfourd, Esq., to be sec. lieutenant; vice Crump, promoted; July 8.

7th Cinque Ports Rifle Volunteer Corps—G B Solly, Esq., to be lieutenant; Aug. 17.

1st Administrative Battalion of Lincolnshire Rifle Volunteers—Capt. G C Uppleby to be maj.; Aug. 14.

2nd Administrative Battalion of Lincolnshire Rifle Volunteers—Capt. J H L Wingfield to be maj., vice Hopkins, resigned; Aug. 14.

11th Worcestershire Rifle Volunteer Corps—Ens. E R C Hays to be lieutenant, vice Mason deceased; Aug. 16. W T Fernie to be ens. vice Hays, promoted; Aug. 16.

THE MILITIA GAZETTE. WAR OFFICE, PALL MALL, Aug. 27. MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the commissions held by Capt. A A Tweedale and J W S Witham in the 5th Regiment of Royal Lancashire Militia; Aug. 15.

WAR OFFICE, PALL MALL, Aug. 30. COMMISSION SIGNED BY LORD LIEUTENANT.

1st Durham Regiment of Militia—R Hugginson, gent., to be lieutenant, vice Potts, resigned; Aug. 8.

THE VOLUNTEER GAZETTE. WAR OFFICE, PALL MALL, Aug. 27. COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

7th Argyleshire Rifle Volunteer

Corps—J Begg to be ens., vice Hunter, promoted; Aug. 17.

2nd Buteshire Artillery Volunteer Corps—A H Ewing, Esq., to be first lieutenant; Aug. 15.

1st Administrative Brigade of Caithness-shire Artillery Volunteers—James, Earl of Caithness, to be hon. col.; Aug. 21. J Smith, Esq., to be maj., vice D Smith, resigned; Aug. 21. T H Rutherford, M.D., to be assist.-surg., vice Mitchell, resigned; Aug. 21. The Rev. J Macpherson to be hon. chap.; Aug. 21.

16th Hants Rifle Volunteer Corps—Lieut. W Benson to be capt., vice Marx, resigned; Aug. 22.

1st Kent Artillery Volunteer Corps—W J Spooner to be sec. lieutenant, vice Leith, promoted; Aug. 16. W Dudgeon to be sec. lieutenant, vice Hall, promoted; Aug. 16.

2nd Administrative Brigade of Lancashire Artillery Volunteers—R Aderson, Esq., to be maj., vice Wilson, resigned; Aug. 14.

12th Lancashire Artillery Volunteer Corps—Capt. C B Paris to be maj.; Aug. 13.

47th Lancashire Artillery Volunteer Corps—W C Brown, gent., to be ens., vice Morris, resigned; Aug. 9.

MEMORANDA.

Her Majesty has been pleased to approve of Capt. H Bannister bearing the title of Capt.-Com. of the 7th Lancashire Rifle Volunteer Corps.

Adj. H W Feilden, of the 8th Administrative Battalion of Lancashire Rifle Volunteers, to serve with the rank of capt.; Aug. 13.

WAR OFFICE PALM MALL, Aug. 30.
QUEEN'S COMMISSION.

1st Administrative Battalion of Brecon Rifle Volunteers—W C Braddon, late Lieut. 75th Foot, to be adj., from July 11, 1867.

2nd Lancashire Engineer Volunteer Corps—P Curry, gent., to be adj., from May 15, 1867; May 15.

1st Newcastle-upon-Tyne Artillery Volunteer Corps—W H

Browne, gent., to be assist.-surg., vice Grigor, resigned; Aug. 20. E Glynn, gent., to be hon. assist. surg.; Aug. 21.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

1st Newcastle-upon-Tyne Rifle Volunteer Corps—Ens. J H Bentham to be lieutenant, vice Cumming, resigned; July 25. Ens. J W Ward to be lieutenant, vice Jobling, resigned; July 25. W Mills, gent., to be ens., vice Bentham, promoted; July 25. J G Hicks, gent., to be ens., vice Green, resigned; July 25. J Taylor, gent., to be ens., vice Ward, promoted; July 25.

13th Dumbartonshire Rifle Volunteer Corps—H Kirkwood, gent., to be capt.; Aug. 23. A Ross, gent., to be lieutenant; Aug. 23. J Granger, gent., to be ens.; Aug. 23. P F Robertson, M.D., to be hon. assist.-surg.; Aug. 23. The Rev. R Bell to be hon. chap.; Aug. 23.

7th Cornwall Artillery Volunteer Corps—Sec. Lieut. W S Slade to be first lieutenant, vice Smith, resigned; July 10. J W T Butson to be sec. lieutenant, vice Slade, promoted; July 10.

10th Cornwall Artillery Volunteer Corps—Sec. Lieut. H Hodge to be first lieutenant, vice Roberts, resigned; Aug. 3. S Higgs, jun., to be sec. lieutenant, vice Hodge, promoted; Aug. 3.

12th Cornwall Artillery Volunteer Corps—R E M Millett to be sec. lieutenant, vice Laity, resigned; July 10.

1st Administrative Battalion of Cornwall Rifle Volunteers—T P Taycke to be maj., vice Bickford, resigned; July 10.

6th Cornwall Rifle Volunteer Corps—R H Clay to be ens., vice Cowlard, resigned; July 6.

12th Cornwall Rifle Volunteer Corps—A P Nix to be ens., vice Paul, promoted; July 25.

6th Durham Rifle Volunteer Corps—F D Jones to be hon. assist.-surg., Aug. 8.

1st Huntingdonshire Light Horse Volunteer Corps—The Rev.

C H Crosse to be hon. chap., vice Taylor, resigned; Aug. 22.

3rd Peeblesshire Rifle Volunteer Corps—Ens. G Ballantyne to be capt.; Aug. 24. H Ballantyne to be lieut., vice R Gill, jun., resigned; Aug. 24. C Euman to be ens., vice G Ballantyne, promoted; Aug. 24.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALM MALL, Sep. 3.

6th Regiment of Dragoon Guards—W C L Farrer, gent., to be cor. by purchase, vice J McGregor Hadden, who has retired; Sep. 4.

Royal Artillery—Lieut.-Col. and Brevet-Col. C V Cox to be col., vice J Brind, C.B., removed as a General Officer; June 1. Lieut.-Col. and Brevet-Col. C H Dickens, from the Seconded List, to be col., vice R R Kinleside, removed as a General Officer; July 14. Capt. and Brevet-Maj. J R Sladen to be lieut.-col., vice Brevet-Col. Cox; June 1. Second Capt. T Nicholl, on the Seconded List, to be capt.; June 1. Second Capt. E Tierney, on the seconded List, to be capt.; June 1. Second Capt. A H Lindsay to be capt., vice Brevet-Maj. Sladen; June 1. Lieut. J A Tillard to be second capt., vice Lindsay; June 1. Capt. C S Dundas to be lieut.-col., vice Lieut.-Col. and Brevet-Col. C H Blunt, C.B., who retires upon full pay; Aug. 12. Second Capt. and Brev. Maj. F R Butt to be capt., vice Dundas; Aug. 19. Lieut. J A Low to be second capt., vice Butt; Aug. 19. Surg. T C O'Leary, M.B., having completed twenty years' full pay service, to be surg.-maj.; Aug. 6. Staff Assist. Surg. J R Greenhill to be assist. surg., vice H R L Veale, M.D., appointed to the Staff; Sep. 4.

Royal Engineers—The temporary commissions as Lieut. of the undermentioned officers to be made permanent, viz:—R Coates, Oct. 18, 1864; O Chadwick, Oct. 28, 1864; W J Gill, Nov. 11, 1864; G

W Tisdall, Nov. 11, 1864. The Christian name of Col. McCausland is Conolly, not Connolly, as stated in the *Gazette* of the 5th July last. The second Christian name of Capt. Maunsell is Richardson, not Richard, as stated in the *Gazette* of the 14th May.

Military Train—Lieut. W G Gard, from the 87th Foot, to be lieut., vice Phibbs, who exchanges; Sep. 4.

Scots Fusilier Guards—Ens. and Lieut. C H Hall to be lieut. and capt. by purchase, vice A A Speirs, who retires; Sep. 4. B H J Scott, gent., to be ens. and lieut. by purchase, vice Hall; Sep. 4.

3rd Regiment of Foot—H C B Farrant, gent., to be ens. by purchase, vice E J Lynch, promoted; Sep. 4.

8th Foot—Capt. E Lewis, from the 21st Foot, to be capt., vice Bridge, who exchanges; Sep. 4.

13th Foot—Ens. J G Westaway to be lieut., without purchase, vice W F Middleton, deceased; Aug. 18.

14th Foot—W J Carden, Esq., late Capt. 77th Foot, to be paymaster, vice Hon. Maj. Macdonnell, transferred to the 88th Foot; Sep. 4.

16th Foot—Ens. A J Darby to be lieut., by purchase, vice A P Powys, who retires; Sep. 4. H C Bond, gent., to be ens. by purchase, vice Darby; Sep. 4.

21st Foot—Capt. W A Bridge, from the 8th Foot, to be capt., vice Lewis, who exchanges; Sep. 4.

23rd Foot—Ens. E A Craddock has been superseded for being absent without leave; Sep. 4.

24th Foot—Staff Surg. W F Cullen to be surg., vice F T Abbott, appointed to the Staff; Sep. 4.

26th Foot—Lieut. L A Gregson to be capt., by purchase, vice E J Upton, who retires; Sep. 4. Ens. C W Hemphill to be lieut., by purchase, vice Gregson; Sep. 4.

31st Foot—Capt. D Miller, from half pay, late Royal Canadian Rifle Regiment—to be capt., vice Brevet Maj. J B Lind, who retires upon

temporary half pay; Sep. 4. Lieut. H P Deane to be capt., by purchase, vice D Miller, who retires; Sep. 4. Ens. F H Yates to be lieut., by purchase, vice Deane; Sep. 4.

32nd Foot—Ens. W H Iremonger to be lieut., by purchase, vice the Hon. J B Ogilvy, who retires; Aug. 21. H Trevelyan, gent., to be ens., by purchase, vice Iremonger; Aug. 21.

35th Foot—Capt. and Brevet Maj. A Tisdall to be maj., without purchase, vice C Armstrong, who retires upon half pay; Sep. 4.

49th Foot—Lieut. E L Stehelin, from the 94th Foot, to be lieut., vice Fisher, who exchanges; June 24.

51st Foot—Capt. J F Trydell, from the Ceylon Rifle Regiment, to be capt., vice Chambers, who exchanges; Sep. 4.

58th Staff Assist.—Surg. G Fearon to be assist.-surg., vice Bailey, appointed to the Staff; Sep. 4.

59th Foot—J T A Drought, gent., to be ens., by purchase, vice Morgan, promoted; Sep. 4. L C Wheeler, gent., to be ens., by purchase, vice Elias, promoted; Sept. 5. T G W Tobin, gent., to be ens., by purchase, vice Lawlor, promoted; Sep. 6.

60th Foot—The names of the gentleman appointed to an Ensigncy, by purchase, on Aug. 8, are F B F Dickenson, and not as previously stated.

70th Foot—Staff Surg.-Maj. V Webb to be surg., vice D C Wodsworth, appointed to the Staff; Sep. 4.

75th Foot—Ens. J McMillan, from the 80th Foot., to be lieut., by purchase, vice A J Buckle, who retires; Sep. 4.

80th Foot—C G T Rooke, from the 109th Foot, to be capt., vice Sullivan, who exchanges; Sep. 4.

86th Foot—Lieut. G E Earle, from the 73rd Foot, to be paymaster, vice N H B Vardon, who resigned from April 4; Sep. 4.

87th Foot—Lieut. G Phibbs, from the Military Train, to be lieut., vice Gard, who exchanges; Sep. 4.

88th Foot—Paymaster, with the hon. rank of Maj., W Macdonnell, from the 14th Foot, to be paymaster, vice Hon. Capt. M J Cunningham, cashiered by sentence of a General Court Martial; Sep. 4.

91st Foot—Lieut. C Ware to be inst. of musketry, vice Lieut. Harvey, who has resigned the appointment; June 26.

94th Foot—Lieut. W J Fisher, from the 49th Foot, to be lieut., vice Stehelin, who exchanges; June 24. Lieut. H W Melliss to be instructor of musketry, vice Lieut. Stehelin, who has resigned the appointment; June 7.

95th Foot—Ens. C E Wheeler to be lieut., without purchase, vice J F Jordan, deceased; April 18.

103rd Foot—Lieut. F Reeves to be capt., vice Acmistead, whose promotion on June 3 has been cancelled; June 3.

107th Foot—Lieut. M McNeill Rind to be capt., vice W Owen, deceased; Aug. 11. Ens. E Wardrop to be lieut., vice Rind; Aug. 11.

108th Foot—Lieut. J E Wetherall to be capt., vice St. G Caulfield, a probationer for the Staff Corps in India, Sep. 4. Ens. F E Shepherd to be lieut., vice Wetherall; Sep. 4. Ens. C B Cook to be lieut., vice W S Arbuthnot, who retires; Sep. 4. Ens. V L Mathias to be lieut., vice Cooke, a probationer for the Staff Corps in India; Sep. 4.

109th Foot—Capt. G Sullivan, from the 80th Foot, to be capt., vice Rooke, who exchanges; Sep. 4.

2nd West India Regiment—Capt. F Haviland, from half pay unattached, to be capt., vice W Crozier, deceased; July 7. Lieut. E M'Mahon Forbes to be capt., without purchase, vice F Haviland who retires upon full pay; July 7. Ens. J Moxon to be lieut., without purchase, vice Forbes; July 7.

3rd West India Regiment—Quartermaster P Sheran, from the

80th Foot, to be paymaster, vice Murphy, transferred to the 35th Foot; Sep. 4.

Ceylon Rifle Regiment—Capt. H Chambers, from the 51st Foot, to be capt., vice Trydell, who exchanges; Sep. 4.

DEPOT BATTALION.

Capt. W K Leet, 13th Foot, to be inst. of musketry, vice Capt. Kekewich, who has joined the 5th Foot; Aug. 1.

ROYAL MILITARY ACADEMY, WOOLWICH.

Lieut. A J Lavie, of the Royal (Madras) Artillery, to be lieut. of a Company of Gent. Cadets, vice Tillard, promoted in the Royal Artillery; June 1.

ROYAL MILITARY COLLEGE.

For Surg.-Maj. Alexander Maclean, half pay, &c., which appeared in the *Gazette* of the 6th Aug., 1867, read Surg.-Maj. Andrew Maclean, M.D., half pay, &c.

STAFF.

Major and Brevet Lieut.-Col. J H Cox, half pay, late 75th Foot, to be Fort maj. at Edinburgh, vice Capt. and Brevet Maj. the Hon. L W Milles, appointed Sub-division Officer of a Recruiting District; Sep. 4.

COMMISSARIAT DEPARTMENT.

Assist. Com.-Gen. R Booth, from half pay, to be assist.-com.-gen., vice Travers, deceased; Sep. 4.

MEDICAL DEPARTMENT.

Deputy Ins.-Gen. of hospitals J Paynter to be ins.-gen. of hospitals vice A Anderson, M.D., C.B., who retires upon half pay; Sep. 4.

Surg. F T Abbott, from the 24th Foot, to be staff-surg., vice W F Cullen, appointed to the 24th Foot; Sep. 4.

Surg. D C Wodsworth, from the 70th Foot, to be staff surg., vice Staff Surg.-Maj. V Webb, appointed to 70th Foot; Sep. 4.

Assist.-Surg. H J Bailey, from the 58th Foot, to be staff assist. surg., vice D Stranaghan, M.D., deceased; Sep. 4.

BREVET.

Brevet-Col. J S Brownrigg, C.B., Lieut.-Col. half pay, unattached, to have the temporary rank of

brig.-gen. while serving in command of a Brigade; Sep. 4.

Capt. and Brevet Lieut.-Col. J A Ballard, C.B., Royal (Bombay) Engineers, having completed the qualifying service in the rank of lieut.-col., to be col., under the provisions of the Royal Warrant of Feb. 3, 1866; Dec. 7.

Maj. S P Jarvis, half pay, late 82nd Foot, to have the local rank of lieut.-col. while serving as assist. adjt.-gen. of Militia in Canada; Sep. 4.

Lieut.-Col. and Brevet-Col. C H Blunt, C.B., on the retired full pay list, Royal (Bengal) Artillery, to be maj.-gen., the rank being hon. only; Aug. 19.

Capt. F Haviland, retired upon full pay, late 2nd West India Regiment, to have the hon. rank of maj.; July 7.

Paymaster, with the hon. rank of capt., J A Kysb, 91st Foot, to have the hon. rank of maj.; July 6.

Paymaster H Montanaro, Royal Malta Fencible Artillery, to have the hon. rank of capt.; July 29.

Capt. and Brevet-Major H C Elphinstone, C.B., should have been described as of the Royal (not Bengal) Engineers in the *Gazette* of Aug. 20.

INDIA OFFICE, 4th Sep., 1867.

Her Majesty has been pleased to approve of the following admissions to the Staff Corps made by the Governments in India.

BENGAL STAFF CORPS.

To be Lieut.-Colonels: Lieut.-Col. (Brevet Col.) R N Raiks, in.; Sep. 12, 1866. Lieut.-Col. (Brevet Col.) C Patterson, infantry; Sep. 12, 1866. Lieut.-Colonel (Brevet Col.) P W Luard, infantry; Sep. 12, 1866. Lieut.-Colonel (Brevet Col.) J Hennessy, infantry; Sep. 12, 1866. Lieut.-Col. (Major Gen) J Christie, cavalry; Sep. 12, 1866. Major (Brevet Lieut.-Col.) H L Robertson, late 65th N. I.; Sep. 19, 1866.

To be Major: Capt. (Brev. Maj.) F C Innes, late 60th N. I.; Sep. 12, 1866.

To be Captains: Capt. J Reay, late 63rd N. I.; Sep. 12, 1866. Captain J G S Matheson, late 2nd European Infantry; Sep. 12, 1866. Captain H McDonell De Wendt Douglas, late 67th N. I.; Sep. 12, 1866. Lieut. (Brevet Capt.) F H Inglefield, late 38th F. I.; Sep. 12, 1866. Lieut. (Brevet Capt.) J Stevenson, late 33rd N. I.; Sep. 12, 1866.

To be Lieutenants: Lieut. H G Saunders, late 3rd European Reg.; Jan. 21, 1857. Lieut. A B Edgell Thomas, late 4th European Reg.; March 20, 1857. Lieut. H Arthur Lewes, late 20th N. I.; May 10, 1857. Lieut. W. Vesey F Jacob, late 6th European Regiment; June 4, 1857. Lieut. J B Chatterton, late 41st N. I.; June 7, 1857. Lieut. J M Glubb, late 38th N. I.; June 10, 1857. Lieut. R E Boyle, late 46th N. I.; July 14, 1857. Lieut. C H Palmer, late 55th N. I.; August 27, 1858. Lieut. J Henry Baldwin, late 68th N. I.; Sep. 3, 1859. Lieut. G P Cumming, late 4th European Regiment; Nov. 6, 1859. Lieut. C S Pratt, late 54th N. I.; May 27, 1860. Lieut. A J Wallace, late 60th N. I.; Jan. 8th 1861. Lieut. J W A Mitchell, late 37th N. I.; Jan. 25, 1861. Lieut. G Logan, late 4th European Reg.; Sep. 12, 1866.

MADRAS STAFF CORPS.

To be Lieut.-Colonels: (Brevet Col.) M C Spottiswoode, infantry; Sep. 12, 1866. Lieut.-Col. (Brev. Col.) G G MacDonell, infantry; Sep. 12, 1866. Major (Brev. Lieut.-Col.) R G Jones, 2nd Light Cav.; Sep. 12, 1866.

To be Majors: Captain (Brevet Major) W H Cumming, 1st N. I.; Sep. 12, 1866. Captain (Brevet Major) G W Whitehead, 23rd N. I.; Sep. 12, 1866. Captain (Brev. Major) W Napperpace; Sep. 12, 1866.

To be Captains: Captain Frank Horsley, late 6th Light Cavalry; Sep. 12, 1866. Lieut. (Brev. Capt.) F J H Burnes, 33rd N. I.; Sep. 12, 1866. Lieut. (Brevet Capt.) H St. Maur Wynch, 31st N. I.; Sep. 12, 1866.

To be Lieutenants: Lieut. John Godson, late 52nd N. I.; Nov. 23, 1856. Lieut. R W Hesketh, 8th N. I.; Feb. 2, 1860. Lieut. F H Vanderzee, 34th N. I.; Feb. 18, 1860. Lieut. E S Ludlow, 25th N. I.; Sep. 1, 1860. Lieut. K F Stevenson, late 43rd N. I.; Oct. 1 1861. Lieut. E J Wynch, late 47th N. I.; Nov. 14, 1861. The admissions of Lieuts. Stevenson and Wynch, in the rank of Capt., as announced in the *Gazette* of the 1st March, 1867, are hereby cancelled.

INDIA OFFICE, Sep. 4, 1867.

Her Majesty has been pleased to approve of the following promotions amongst the officers of the Staff Corps, and of her Majesty's Indian Military Forces, made by the Governments in India:—

BREVET.

Captain G C Lloyd, Bengal Infantry, to be major, in succession to Major-General G Macan, Bombay Infantry, deceased: Nov. 13, 1866.

Major J A Steele, Bengal Staff Corps, to be lieut.-col., Captain H D Battye, Bengal Staff Corps, to be major, in succession to Gen. E Frederick, C.B., Bombay Infantry, deceased; December 16, 1866.

Major H Forbes, Bengal Staff Corps, to be lieut.-col., Captain H L Millett, Bengal Staff Corps, to be major, in succession to Gen. C Herbert, C.B., Madras Infantry, deceased; Jan. 18.

Major J I Murray, Bengal Staff Corps, to be lieut.-col., Captain (local Major), C S Dundas, Royal (Bengal) Artillery, to be major, in succession to Major-Gen. T A A Munsey, Madras Cavalry, deceased; Jan. 24.

Lieut.-Colonel J F Richardson, C.B., Bengal Staff Corps, and Major G Carleton, Royal (Madras) Artillery, will rank from Oct. 29, 1866, in succession to Sir G St. P. Lawrence, retired.

Lieut.-Col. H H A Wood, Bombay Staff Corps, and Major E W Dance, Royal (Madras) Artillery, will rank from November 4, 1866, in succession to Gen. W D Robert-

son, Bombay Infantry, deceased.

Lieut.-Col. W Scott, Bombay Staff Corps, and Major Richard S Simonds, Bengal Staff Corps, will take rank from Nov. 6, 1866, in succession to General W Gilbert, Gilbert, Bombay Infantry, deceased.

Lieut.-Col. W Murray, Madras Staff Corps, will rank from Nov. 13, 1866, in succession to Major-Gen. G Macan, Bombay Infantry.

MADRAS ARMY.

Captain E G Ingram, 24th N. I., to be major; March 17, 1866,

SUBSTANTIVE PROMOTIONS.

BENGAL STAFF CORPS.

To be Lieutenant-Colonels: Maj. G M Andrew; March 8. Major J L Nation; March 8. Major J C Curtis; March 17. Major F H Smith; April 2. Major (Brevet Lieut.-Col.) C C G Ross; April 4. Major (Brevet Lieut.-Col.) J F Richardson, C.B.; April 21. *Maj. H T Bartlett; April 21.

To be Majors: Captain E H Woodcock; March 1. Capt. G J D Hay; March 20. Capt. G G Cunliffe; March 20. Capt. A R Bayley; April 2.

To be Captains: Lieut. R E Boyle; Dec. 10, 1866. Lieut. J M Glubb; Dec. 20, 1866. Lieut. A B E Thomas; Feb. 4. Lieut. A J C Birch; March 2. Lieut. G A Way; March 5. Lieut. F H Conolly; March 17. Lieut. C A Munro; March 17. Lieut. G L Keir; March 17. Lieut. R Francis J N M'Kenzie; March 17. Lieut. O R Newmarch; March 17. Lieut. F W Boileau; March 20. Lieut. M Ramsay; March 20. Lieut. R C Modney; March 20. Lieut. C R Matthews; March 20. Lieut. H C C E Ward; April 20. Lieut. C Shuttlesworth; April 23.

BENGAL ARMY.

Infantry: Major (Brevet Lieut.-Col.) J W Saunders, from late 41st N. I., to be lieut.-col., in succession to Stafford (Staff Corps), removed from list of Lieut.-Cols.; Sep. 12, 1866.

Late 37th Native Infantry—

Lieut. J M Stewart to be captain, in succession to Unwin, Staff Corps removed from list of Lieut.-Cols.; September 12, 1866.

Late 35th Native Infantry—Lieut. (Brevet-Captain) F August Buckley to be capt., in succession to Tytler, promoted to Major-Gen.; Oct. 27, 1866.

MEDICAL OFFICERS.

To be Surgeon-Major: Surg. J White, M.D.; March 9.

To be Surgeons: Assist.-Surg. A K Reed; Feb. 28. Assistant-Surg. K Poole, M.D.; March 14. Assist.-Surg. A Garden, M.D.; March 21.

MADRAS STAFF CORPS.

To be Lieut.-Cols.: Major J P Watts; March 30. Major James Orr; May 2.

To be Majors: Captain G Bligh Bowen; March 17. Capt. P P L Stafford; March 20.

To be Captains: Lieut. W M Dickenson; March 15. Lieut. T K Guthrie; March 17. Lieut. C McLurey; March 17. Lieut. A O'Halloran Clay; March 20. Lieut. T H B Brooke; April 4. Lieut. J MacDonald Smith; April 20. Lieut. E H Prother; April 20.

MADRAS ARMY.

Infantry—Major (Brevet Lieut.-Col.) W R Broome, from 49th N. I., to be lieut.-col., vice London, removed from list of Lieut.-cols.; Sep. 12, 1866. Major (Brevet Lieut.-Col.) E L Grant, from 1st Fusiliers, to be lieut.-col., vice Curtis, removed from list of Lieut.-Cols.; Sep. 26, 1866. Major (Brev. Lieut.-Col.) A W Drayner, from 43rd N. I., to be lieut.-col., in succession to Gillilan, removed from list of Lieut.-Cols. Feb. 12.

35th Native Infantry—Captain (Brevet Major) C E Tayler to be major, in succession to Howlett, removed from list of Lieut.-Cols.; Sep. 12, 1866.

43rd Native Infantry—Lieut. F G Rideout to be capt., in succession to Gillilan, removed from list of Lieutenant-Colonels; Feb. 12, 1866.

ALTERATIONS OF RANK.

Infantry—Lieut. Col. F Charles Barber will rank from Sep. 12, 1866.

29th Native Infantry—Capt. R Brown will rank from Sep. 12, 1866.

BOMBAY STAFF CORPS.

To be Captains: Lieut. S A Smith; April 19. Lieut. A M Phillips; June 8. Lieut. J Jacob; June 8. Lieut. H T Hebbert; June 9.

BOMBAY ARMY.

Infantry—To be Colonel: Lieut. Col. (Major Gen.) J Liddell, C.B.; March 11.

The names of the undermentioned officers should be as under, and not as stated in the *Gazettes* mentioned:—Feb. 24, 1863. Lieut. (Brevet Captain) Henry M Elliott. March 4 1865, Lieut. C Nisbet Hodgson; Ensign H B Hanna; Ensign C A Cunningham. Nov. 13, 1866, Lieut. G Reynell Gibbs. March 1, 1867, Captain (Brevet Major) N F Rayly; Capt. (Brevet Major) J R Boswall; Capt. (Brev. Major) W J Jones; Lieut. George Christie. April 2, 1867, Major W R Lambert.

The dates of the commissions of the undermentioned officers should be as now stated, and not as given in the *Gazettes* of April 29, 1862, and March 4, 1864:—Lieut. C N Hodgson, from August 26, 1860; Lieut. F Sandwith, from June 19, 1860; Lieut. H Doveton, from Dec. 10, 1858.

INDIA OFFICE, Sep. 4, 1867.

Her Majesty has been pleased to approve of the following appointments to her Majesty's Indian Medical Service:—

MADRAS.

To be Assistant Surgeons: W Macrae, M.B.; April 1. Henry Summerhayes; April 1. R Aldren, M.B.; April 1. T J McGann; April 1. J Hutton Ritchie, M.D.; April 1. J Smith; April 1. D A Kerr, M.B.; April 1. A L Hockett; April 1. H J Hazlett; April 1.

D R Thompson, A McClorg, M.B.; April 1.

BOMBAY.

To be Assistant-Surgeons: G A Maconachie, M.B.; April 1. G Bainbridge; April 1. J Arnott, M.D.; April 1. R H Batty; April 1. W F Knapp; April 1. A J Leggatt; April 1. H De Tatham; April 1. J Shillito, M.D.; April 1. J McAlister, M.B.; April 1. J R C Lowry, M.B.; April 1. D B Long; April 1. S B Haliday; April 1. B Keelan; April 1.

THE MILITIA GAZETTE.

WAR OFFICE, PALM MALL, Sep. 9.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Durham Regiment of Militia—R Colling, gent., to be lieut., vice Bolan, resigned; Aug. 8. F Ayton, gent., to be lieut., vice Briggs, promoted; Aug. 8.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALM MALL, Sep. 3.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

13th Argyllshire Rifle Volunteer Corps—H Cornwall to be capt.; Aug. 31. W Potts to be ensign; Aug. 31. R McIntyre to be ensign; Aug. 31.

5th Lincolnshire Rifle Volunteer Corps—Lieut. J Phillips to be captain, vice Wingfield, promoted; August 28. Ensign W Thompson to be lieut., vice Phillips, promoted; August 29. O Edmonds, gent., to be ensign, vice Thompson, promoted; Aug. 29.

1st Ross-shire Rifle Volunteer Corps—E H M'Kenzie Matheson, gent., to be ensign, vice Forsyth, resigned; August 29.

MEMORANDUM.

Her Majesty has been pleased to approve of R Tennan bearing the title of Captain Commandant of the 13th Argyllshire Rifle Volunteer Corps; August 31.

WAR OFFICE, PALM MALL, Sep. 9.
QUEEN'S COMMISSION.

1st Administrative Brigade of West Riding of Yorkshire Artillery Volunteers—F Page, gent.,

late Royal Artillery, to be adjt., from May 20.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT

7th West Riding of Yorkshire Rifle Volunteer Corps—E Irwin, gent., to be ensign, vice Ramsbotham promoted; May 16.

1st Administrative Battalion of Aberdeenshire Rifle Volunteers—Sir W Forbes, Bart., to be major, vice Farquharson, resigned; Aug. 31.

1st Lanarkshire Artillery Volunteer Corps—First Lieut. George Russell to be captain, vice F W Rait, resigned; Aug. 30. Second Lieut. S Mitchell to be first lieut., vice J King, promoted; Aug. 17. Second Lieut. W L Brown to be first lieut., vice G Russell, promoted; Aug. 30. W M Cunningham to be sec. lieut., vice S Michell, promoted; Aug. 17.

3rd Lanarkshire Rifle Volunteer Corps—Ens. M Wilson to be lieut., vice W B Jardine, resigned; Aug. 26. F J Cruikshanks to be ens., vice M Wilson, promoted; Aug. 26.

15th Lancashire Rifle Volunteer Corps—Lieut. T A Bentley to be capt.: Aug. 17.

3rd Manchester Rifle Volunteer Corps—T H Brocklehurst, gent., to be assist.-surg.; Aug. 20.

MEMORANDUM.

Adj. P Curry, of the 2nd Lancashire Engineer Volunteer Corps, to serve with the rank of capt.; June 22.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Sep. 13.

1st Regiment of Life Guards—E M Dansey, gent., to be cornet and sub-lieut., by purchase, vice J Graham, Marquis of Graham, promoted; Sep. 14.

4th Hussars—Capt. A G M Moore to be maj., without purchase; Sep. 14. Lieut. F Hodgkinson to be capt., without purchase, vice Moore; Sep. 14. Cor. J L Swale to be lieut., without purchase, vice Hodgkinson; Sep.

14. Cor. H A Cherry, from the 4th Dragoon Guards, to be cor., vice Swale; Sep. 14.

8th Hussars—C H Gregg, gent., to be cor., by purchase, vice W T T L Fleetwood, whose appointment on the 6th Oct., 1866, has been cancelled; Sep. 14.

15th Hussars—Cor. R H Rochfort-Boyd to be lieut., by purchase, vice A C Douglas, who retires; Sep. 14.

20th Hussars—The promotion of Vet.-Surg. W Johnson, as first class vet.-surg., to be antedated to the 1st July, 1859.

2nd Regiment of Foot—Lieut. W P O Boulderson, from the 97th Foot, to be lieut., vice Mudge, who exchanges; Sep. 14.

6th Foot—Lieut. C W H Wilson to be capt., by purchase, vice R Bolton, who retires; Sep. 14. Ens. A W Whitworth to be lieut., by purchase, vice Wilson; Sep. 14. E A Ball, gent., to be ens., by purchase, vice Whitworth; Sep. 14.

10th Foot—Ens. H C Hinxman to be lieut., without purchase, vice Carr, promoted; July 20. J J Wedge, gent., to be ens., by purchase, vice E W Austin, who retires; Sep. 14.

12th Foot—Ens. E Turner to be lieut., without purchase, vice A Woodward, deceased; July 16. Ens. J S Gibb to be lieut., by purchase, vice Turner, whose promotion by purchase on July 31 has been cancelled; Sep. 14.

15th Foot—Ens. P W Symonds to be lieut., by purchase, vice C T M'Mahon, who retires; Sep. 14. A P Thornton, gent., to be ens., by purchase, vice Symonds; Sep. 14.

16th Foot—Lieut. R L H Curteis to be capt., by purchase, vice R B Stokes, who retires; Sept. 14. Ens. W S Whittuck to be lieut., by purchase, vice Curteis, Sep. 14. W H B Hepburn, gent., to be ens., by purchase, vice Whittuck; Sep. 14.

19th Foot—Ens. A J Paterson to be lieut., without purchase, vice H A Wells, deceased; June 29.

20th Foot—C G Collingwood,

gent., to be ens., by purchase, vice W F Nuthall, transferred to the 63rd Foot; Sep. 14.

26th Foot—J de Witt Jebb, gent., to be ens., by purchase, vice C W Hemphill, promoted; Sep. 14.

28th Foot—Lieut. A L Emerson to be capt., by purchase, vice E O'Neill, who retires; Sep. 14. Ens. H W Maclear to be lieut., by purchase, vice Emerson, Sep. 14. J M Sherrard, gent., to be ens., by purchase, vice Maclear; Sep. 14.

29th Foot—Staff Surg. R W Meade to be surg., vice Surg.-Maj. E Moorhead, M.D., appointed to the Staff; Sep. 14.

31st Foot—E Morant, gent., to be ens., by purchase, vice Yates, promoted; Sep. 14.

34th Foot—Ens. H R Noel-Hill, from the 21st Foot, to be ens., vice G C D Bampfield, appointed deputy assist.-super. of stores; Sep. 14.

51st Foot—The first Christian name of Ens. Kennett is Brackley, not Brachley, as previously stated.

75th Foot—Lieut. J O M Vandeleur to be capt., by purchase, vice E Cliff, who retires; Sep. 14. Ens. T C Watson, from the 56th Foot, to be lieut., without purchase, vice Vandeleur; Sep. 14. The date of Lieut. J McMillan's promotion is Sep. 4, and not as stated in the *Gazette* of the 3rd inst.

77th Foot—Lieut. J Wordsworth to be capt., without purchase, vice W Gair, deceased; July 1. Ens. W A Spence to be lieut., without purchase, vice G Cook, deceased; June 19. Ens. H W Mogee to be lieut., without purchase, vice Wordsworth; July 1. Lieut. G A White to be adjt., vice Lieut. G Cook, deceased; June 29.

83rd Foot—Maj. W G D Stewart, from half pay, unattached, to be maj., vice J Sprot, who retires upon temporary half pay; Sep. 14. Capt. E Meurant to be maj., by purchase, vice W G D Stewart, who retires; Sep. 14. Lieut. J G Scott to be capt., by purchase, vice Meurant; Sep. 14. Ens. B

H Metcalfe to be lieut., by purchase, vice Scott; Sep. 14.

84th Foot—Lieut. G E Montagu to be capt., without purchase, vice T Griffin, deceased; July 22. Lt. H B Murray to be capt., by purchase, vice J G Wilson, who retires; Sep. 14. Lieut. E E C Neville to be capt., by purchase, vice Montagu, whose promotion by purchase on the 14th Aug., has been cancelled; Sep. 14. Ens. G E B Baker to be lieut., without purchase, vice Montagu; July 22. Ens. D T Allcard to be lieut., by purchase, vice Murray, Sep. 4. Ens. G J Smallpiece to be lieut., by purchase, vice Baker, whose promotion by purchase on the 14th Aug. has been cancelled; Sep. 14. W H Wyld, gent., to be ens., by purchase, vice Allcard; Sep. 14. Lieut. W H Perrott to be adjt., vice Lieut. G E Montagu, promoted; Sep. 14.

92nd Foot—J A L Montgomery, gent., to be ens., by purchase, vice Carpenter, whose appointment has been cancelled; Sep. 14.

97th Foot—Lieut. A T Mudge, from the 2nd Foot, to be lieut., vice Boulderson, who exchanges; Sep. 14.

102nd Foot—Ens. A Hamilton to be lieut., vice J McMullin, a Probationer for the Staff Corps in India; Sep. 14.

MEDICAL DEPARTMENT.

Surg.-Maj. E Moorhead, M.D., from the 29th Foot, to be staff surg.-maj., vice R W Meade, appointed to the 29th Foot; Sep. 14.

BREVET.

Lieut.-Col. R Boyle, C.B., of the Royal Marine Light Infantry, having completed the qualifying service with the rank of lieut.-col. to be col., under the provisions of the Order in Council of Nov. 15, 1858; June 8.

Capt. R K Wilson, retired upon full pay, Royal Marine Light Infantry, to have the hon. rank of maj., under the provisions of the Order in Council of Nov. 15, 1858; Sept. 14.

The date of the promotion of Capt. and Brevet Lieut.-Col. J A

Ballard, C.B., Royal Engineers, to the rank of col., is Dec. 7, 1866, and not as stated in the *Gazette* of the 3rd inst.

MEMORANDUM.

Her Majesty has been most graciously pleased to signify her Royal pleasure to reinit so much of the effect of the sentence of summary dismissal of Lord E Vane Tempest, 4th Light Dragoons from the Army, notified in the *London Gazette* of the 17th Oct., 1856, as will allow him to serve her Majesty as a Volunteer in the Artillery Brigade at Seaham, under the command of the Earl Vane; Sept. 14.

THE MILITIA GAZETTE.

WAR OFFICE, PALM MALL, Sep. 10.

COMMISSIONS SIGNED BY LORD

LIEUTENANT.

Derbyshire Yeomanry Cavalry—Capt. J Mann to be adjt., from Aug. 31, vice Mould, deceased.

WAR OFFICE, PALM MALL, Sep. 13.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Highland Light Infantry or Inverness, Banff, Elgin, and Nairnshire Regiment of Militia—R A Manford, M.D., to be assist.-surg., vice Campbell, deceased; Aug. 24.

Hampshire Artillery Militia—Capt. W Bridges to be maj., vice Massy, deceased; July 30. R H Hobart to be capt., vice Bridges, promoted; July 30. D S Smith to be lieutenant, vice Staunton, resigned; Sep. 4.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALM MALL, Sep. 10.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Administrative Battalion of Carmarthenshire Rifle Volunteers—J N Morgan, Esq., to be maj., vice Phillips, resigned; Sept. 5.

3rd Carmarthenshire Rifle Volunteer Corps—J Thomas, Esq., to be capt., vice Morgan, resigned; Sep. 5. L Bishop, gent., to be lieutenant, vice Thomas, promoted; Sep. 5. H G Vaughan, gent., to

be ens., vice Bishop, promoted; Sep. 5.

4th Durham Artillery Volunteer Corps—Second Lieut. J T Belk to be first lieutenant, vice Casebourne, resigned; Aug. 7. T Appleby to be sec. lieutenant, vice Belk, promoted; Aug. 7.

6th Durham Rifle Volunteer Corps—G Russell to be capt.; Aug. 8.

MEMORANDUM.

Adj. M M Pohle, of the 2nd Administrative Battalion of Aberdeenshire Rifle Volunteers, to serve with the rank of capt.; Sep. 2.

WAR OFFICE, PALM MALL, Sep. 13.

QUEEN'S COMMISSION.

1st Administrative Brigade of Artillery Volunteers—J Yates, gent., to be adjt., from April 30.

COMMISSIONS SIGNED BY LORDS—

LIEUTENANT.

17th Aberdeenshire Rifle Volunteer Corps—W Fergusson, Esq., to be capt., vice Russell, resigned; Sep. 4. D Sivewright to be ens., vice Keith, promoted; Sep. 4.

1st Administrative Brigade of Argyleshire Artillery Volunteers—Maj. D Campbell to be lieutenant-col., Sep. 10. A S Finlay to be maj., vice D Campbell, promoted; Sep. 10.

5th Banffshire Artillery Volunteer Corps—A Wilson to be capt., vice Ross, deceased; Aug. 24.

1st Devonshire Rifle Volunteer Corps—H R Courtenay to be capt., vice Hoare, resigned; Aug. 27.

4th Devonshire Rifle Volunteer Corps—J J Langdon to be ens., Aug. 21.

8th Durham Rifle Volunteer Corps—Lieut. R C Clephan to be capt., vice Springman, resigned; Aug. 21. A Christianson to be ens., vice Sopwith, resigned; Aug. 21.

8th Lancashire Artillery Volunteer Corps—First Lieut. S Maples to be capt.; First Lieut. F S Cochran to be capt.; Aug. 26. First Lieut. G R Wilson to be capt.; Aug. 26.

4th Administrative Battalion of Lancashire Rifle Volunteers—H Kirkpatrick, gent., to be hon. quartermaster; Aug. 7.

9th Lancashire Rifle Volunteer Corps—Major J F Greenall to be lieutenant-col.; Aug. 29. Capt. J R Pickmere to be maj.; Aug. 29. Lieut. J White to be maj.; Aug. 29. Lieut. E Bolton to be capt.; Aug. 29. Ens. T J Cartwright to be lieutenant.; Aug. 29. Ens. W Robinson to be lieutenant.; Aug. 29. Ens. W J Cartwright to be lieutenant.; Aug. 29. G Y Bolton, gent., to be ens.; Aug. 29.

Liverpool Irish Rifle Volunteer Corps—F Walker, gent., to be ens., vice O'Kelly, resigned; Aug. 23.

3rd Middlesex Artillery Volunteers—J G L Stahlschmidt to be hon. quartermaster; July 25.

20th Middlesex Rifle Volunteer Corps—Lieut. C Hopton to be capt., vice Mackenzie, resigned; July 17.

37th Middlesex Rifle Volunteer Corps—The Rev. J M Nisbet to be hon. chap., vice Thorold, resigned; Aug. 2.

40th Middlesex Rifle Volunteer Corps—T Sandeman to be capt., (and to rank in the General Volunteer Service from the date of the Commission which he previously held in the London Scottish Rifle Volunteer Corps); July 30.

3rd Stirlingshire Rifle Volunteer Corps—R Moffat, Esq., to be hon. assist.-surg., vice Girdwood, deceased; Sep. 6.

12th Stirlingshire Rifle Volunteer Corps—D Haig, Esq., to be hon. assist.-surg.; Sep. 6.

MASSOWAH AND THE RED SEA; WITH NOTES ON
THE EAST AFRICAN SLAVE TRADE.

By Lieut. C. R. Low, (late) I.N.

The Red Sea promises soon to be the scene of an activity greater than has been witnessed since the day, now more than sixty years past, when Sir David Baird landed with his forces to co-operate with the army employed to drive the French from the country which the ambition of their leader led him to strive to annex to the mighty empire he had already the design of founding in Europe. Far different is the enemy with which our troops now will have to cope. Climate and difficulty of transport will be the great forces with which the Abyssinian expedition will have to contend. However, to my subject.

The western coast of the Red Sea, of which I shall alone speak, is little known to modern geographers, and the adjacent seas, were it not for the valuable surveys made by Captains Moresby and Carless, and other officers of the now defunct Indian Navy, would be a very *terra incognita*, or rather, to correct an Irish bull, a *mare incognita*.

While attached to the Hon. Co's ship Warren Hastings—I purposely give a fictitious name,—some years ago, that ship anchored off the towns of Massowah and Souakim more than once, and I, in common with my messmates, had greater facilities for visiting the desert shore lying to the north and south of those ports, than I cared at the time to avail myself of. As it is certain that Massowah must form the chief base of operations during the proposed “little war,” I will give just a brief description of the general characteristics of the place.

Massowah, or as it is sometimes spelt, (for the correct orthography of these Arabic names is uncertain,) Massua and Massawa, is in 15 degs. 37 mins. North Lat., and 39 degs. 37 mins. East Long.; and is situated on a small barren island, distant about 380 miles from Aden, and about 290 from Perim. The last named place is generally characterised by its unhappy denizens as a “God-forsaken spot,” but by contrast with Massowah it is positively cheerful, and endurable as to temperature.

An officer of the Indian Navy once remarked that he considered Pondichery the hottest place in India, but still that it was nothing to Aden, while Aden again was a trifle to Massowah. He compared the climate of the first to a hot bath; that of the second to a furnace; while the third, he said, could be equalled in temperature by nothing but a place unmentionable to ears polite, and which he certainly then had not visited. Towards the latter end of the month of May, the thermometer has been known to stand at 120 degs. Fahrenheit in the shade, and in July and August it ranges much higher. Writing of the town, Mr. Mansfield Parkyn says, “such

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a climate is, of course, most dangerous, especially so during the summer months, when a number of dangerous diseases prevail, such as dysentery, and the usual fevers of tropical countries." As for the island of Massowah it is a mere rock of coral; there are cisterns for collecting the rain water, for there is no spring throughout its length and breadth, but most of these have been allowed to fall into disuse, and the inhabitants of the island are obliged to trust for their supply to Arkiko, a village on the mainland distant some three or four miles. This water, however, like that supplied from Aden, and from nearly every port in the Red Sea, is brackish, though as it is not, I believe, considered unhealthy, and as the palate—I speak from experience—gets accustomed to the flavour, this *désagrément* is not thought much of.

Massowah is open on one side to the sea, while the other is shut in by an amphitheatre of distant hills, sufficiently near, however, to prevent its receiving a breath of air from that direction; but on the contrary, acting as a funnel to collect, as it were, the rays of the sun into the narrow slip of land they enclose. Hence the extreme heat of the place. The town of Massowah is situated on the western extremity of the island, which is scarcely a mile long, measured from east to west, by not quite half the breadth. There is good anchorage in the port, which is capable of accommodating twenty or thirty ships of about 1,000 tons, and another harbour called Daba-leah, larger than Massowah, also exists to the north of it.

Though the Egyptian Government have only some ten soldiers at Arkiko, they force the tribes along the coast, and some fifty miles inland, to pay tribute to them, while in return they afford them no protection when devastated by hostile races, to appease whom the unfortunate wretches also pay contribution. The country, in consequence, is miserably poor, and the population very sparse.

The prospect from the sea as you steam into the harbour is soul-depressing to a degree. The eye seeks in vain for vegetation to relieve the sameness of sand and arid desert that stretches around.

The best houses in the town are occupied by the Banians, those thrifty merchants who, owing to their industry and cunning, almost monopolise the trade in this part of the world. These Banian amass large fortunes in a few years, making way for their compatriots when their avarice is satisfied. The Arab merchants of Jiddah, Mocha, and other towns on the opposite coast of the Red Sea, have also their business agents, who reside here.

The public buildings are in no way remarkable. There are some mosques and a bazaar, but every thing, artificial as well as natural, bears the same woe-begone, parched-up appearance.

The trade by sea is carried on almost exclusively in Arab "dhows," though now and then a full-rigged merchant ship or barque may be seen in the port. The chief exports are ivory and slaves, the latter brought from distant countries in the interior, for Massowah may be said to be the chief port of Abyssinia and the Soudan.

The Turkish, or rather Egyptian Government, not only occupy the island of Massowah, but claim also a nominal sovereignty over the coast for some miles inland.

Though Massowah is always represented as forming part of the country known as Abyssinia, it is, in fact, separated from the kingdom by a belt of hot, low-lying, desert country. At some points, as at Tajourrah in the Gulf of Aden, and at Amphilla Bay, to the south of Massowah, this tract of desert widens out to some 250 miles at the former place, and seventy-five miles at the latter. All this inhospitable country is inhabited by the Danakil tribes, who have the character of being as savage and cruel as any in Africa.

Souakim or Souakin, another port on the Red Sea, is situated in a district of the same name in Lower Nubia, in latitude 19 degs. 6 mins., North; long., 37 degs. 23 mins., East, and is a place of some importance.

It also belongs to the Egyptians, and from thence they keep up their communications with Kassala, a post situated on the extreme north-west frontiers of Abyssinia, and where they have a considerable force, amounting—according to Sir Samuel Baker—to some 6,000 or 8,000 troops. The harbour of Souakim is small, and the reefs about it make the approach dangerous. It is formed by an almost circular creek, with only a narrow inlet to the east and is of a coral formation. There is a small round island in the centre, on which is built the governor's residence, and some stone houses and huts, while on the adjoining mainland there is another group of huts.

Mr. Hamilton who visited Souakim in 1854, says the population is about 12,000 souls, but I should think he has rather over than under, estimated it. He writes, that in the interior, about Kassala, which is fast becoming the chief trading mart in the Sudan, camels are very cheap, and the very best may be purchased at sixteen dollars a-head. It is to be hoped, therefore, that our commissariat will buy these necessary animals in this, the cheapest market, for though from the rocky nature of the highlands, mules must necessarily be chiefly employed as beasts of burden, yet there is a narrow tract of desert, passable only by the broad soft hoof of the ship of the desert.

The track through the Red Sea to Massowah for the ships of the force invading Abyssinia, is comparatively free from dangers. From the Straits of Babelmandeb to Suez, the Red Sea in a direct line measures some 1,230 miles in length; the greatest breadth is 192 miles, and at its narrowest, near Ras Mohammed, where the peninsula of Sinai splits it into two, the Red Sea measures only 72 miles across. Dr. Boist, (late a well-known *savan* in India,) in a paper to the Geographical Society, states that this inland sea probably derives its name from the fact that large portions of it, as well as of the Arabian Sea, are covered with patches, from a few yards to some miles square, of a blood-red colour, derived from a species of ani-

malculæ particularly abundant in the spring months, and which dye the upper waters of the most intensely blood-red hue that can be conceived. There is nothing else about the sea that is red, and a considerable expanse of this, encountered by an early navigator who had not met with any similar phenomenon elsewhere, would seem warrant enough for its name.

Elhrenberg also writes concerning the peculiarity. While at Tor, in the vicinity of Mount Sinai, he observed on the 10th December, 1823, the striking phenomenon of the whole bay, which forms the harbour of Tor, being of a bloody colour. The main sea beyond the coral reef that encloses the harbour was, as usual, colourless. The short waves of the calm sea, during sunshine, carried to the shore a bloody coloured slimy mass, which it deposited on the sands, so that the whole bay, fully half a league in length, at the ebb of the tide, exhibited a blood red border of more than a foot broad. On taking up some of the water itself with glasses, and carrying it to his tent at hand on the sea shore, it was immediately discovered that the colouring was caused by small flakes, scarcely distinguishable, often greenish, sometimes of a lively green, but for the most part of a dark red colour, although the water itself was not stained by them. Hence, no doubt, the derivation of its name "Red Sea," though this phenomenon is not permanent but periodical.

Owing to this inland sea being surrounded by a hard sandy or rocky shore without a rivulet, and scarcely a drop of rain falling into it from year to year, its waters are remarkable for their transparency and purity, though they are not as is generally understood, more salt than the waters of the Atlantic.

The north-east Monsoon prevails from October to May or June, and is at its freshest in February, while towards May it sometimes ceases altogether. North-westerly winds blow in June and July, and in August there are sometimes long periods of calms.

There are numerous islands in the southern extremity of the Red Sea; also in the vicinity of Massowah there is the Dhalac Archipelago, consisting of innumerable reefs and islets, and on the opposite coast the Farsan Archipelago, scarcely less numerous. On the small island of Gibel-Teer, in latitude 15 degs. 30 mins., there is a volcano still smoking, as it has been since 1774, when visited by Bruce. Indeed, all the mountains on both shores of the Red Sea, and the islands are of volcanic formation, as is also Aden, in which is quartered a British garrison, who have the unique pleasure of residing in the crater of a volcano.

In 1846 a violent eruption was seen on the island of Gibel-Zugger, situated in latitude 14 degs. A little to the south of this is Harnish Island; and in latitude 26 degs. 20 mins., north, in the upper part of the Red Sea are the "Two Brothers," coral islets about sixty feet above the level of the sea. I have cruised past all these islands many times, and have sailed almost within pistol shot of them, but on no occasion have I ever landed, and it is certain

that very seldom has the foot of a European pressed their rocky uninviting shores, yet as geological studies, they are of great interest to the man of science. I ought to mention that a little to the southward of Massowah, in Annesley Bay, there are the ruins of an ancient Greek settlement called Adulis. The Bay, in which it is situated, is bordered by lowlands, and is said to produce rich pasture, a question of considerable importance in the consideration of a suitable landing place for troops, and which no other point of the entire coast from Souakim to the Straits of Babelmandeb possesses. The anchorage in the bay is, however, bad, owing to the great depth of water.

There is also the Bay of Amphilla further to the southward, but it is ill-suited for landing troops, and is described in official reports as "the most miserable spot on the Coast of Abyssinia," than which no words can convey a more appalling condition of sterility; I am happy to say that while cruising along these shores my mind was not reduced to a yet "lower deep" of depression by a contemplation of its superlative qualities, so I am unable to speak of them from personal observation.

While the Warren Hastings was lying at Massowah, some of the officers, myself among the number, went ashore, to see the lions of the town, but alas! the proportions of these noble animals were found, on inspection, to be microscopically small, and after roaming about the wretched parched-up lanes, and almost deserted bazaar, we returned on board highly disgusted, sadder if not wiser men. This visit certainly did some good, for it taught us to regard with feelings, somewhat akin to contentment, Aden, the headquarters of the Red Sea squadron, a place which we had hitherto been unsuccessful in finding epithets sufficiently strong to denounce. Such are the uses of "comparison," concerning which the wise saw lays down the dictum that "they are odious!"

On the occasion of one of our visits to Massowah, soon after the Warren Hastings left the harbour,—in fact, on the following morning,—the chief engineer reported to the first lieutenant that two natives from that port had secreted themselves among the coals in the hold, and calling to the "tindal" of his men, he brought out a couple of miserable, unhappy-looking creatures, who cringed down at the captain's feet, and with outstretched hands, and in a language which, though unintelligible, required no interpreter to make plain, piteously prayed for mercy and freedom to regain their country and friends. Upon inquiry, we learnt that the "seedies" on board the Warren Hastings, as the negro coal-trimmers are called, had not only supplied them with food, but with the good nature characteristic of these Africans, had also secreted them on board.

Of course there was nothing to be done but to give these slaves, for such they were, their freedom; they were free indeed the moment they set foot on the quarter-deck, and the glorious flag of our

country waved over them. The fugitives were taken on to Bombay. During the passage, I took some interest in them, and through the medium of one of the seedies, who spoke the dialect of one of these quondam slaves, I learnt some particulars of his history, which I subsequently communicated to the captain, and which induced that officer to take measures by which the African was restored to his family and friends.

The poor fellow, who, by the way, appeared very intelligent, stated that he came from a part of the Continent of Africa, distant some three hundred miles from Zanzibar. He said that about eight years before his escape on board the Hon. Co's. ship Warren Hastings, he had, while living in his own country, married a woman of his tribe, and that he lived very happily for three years. They had two children during this period, and he had no wish ungratified.

One day he was out in the fields attending to his daily work, when he was surprised by a large party of men, belonging to a tribe of whom he knew nothing; he could not even speak the language in which they addressed him. He was seized, and in spite of his protestations, was carried off and put in irons. He found two or three of his friends among the large number of prisoners, they had bound in pairs, and one of his countrymen told him that these men were slave dealers, and that they would be taken to the seacoast and sold, and carried away from their country. And so it was. After a journey of about twenty days, during which they were much ill-treated, being half starved and beaten if they did not march quick enough to suit their brutal captors, the whole party crossed over into the island of Zanzibar, and were put up for sale in the slave market in the town of the same name. Being a young and strong man, with plenty of work in him, he fetched a high price, and was purchased by an Arab slave merchant, who took him off to a "dhow," then in the port. There he found a large number of wretches like himself; the hold of the craft was crowded, and he wondered how he could be expected to live for even a week in such confined quarters. The "dhow" was a small vessel of her class, and yet there were eighty-seven human beings crowded into her. To his horror forty-four more were brought off and crammed below, and then the sorrow-laden vessel set sail on her voyage. The fugitive said no words could depict a tithe of the unutterable misery they endured during the long voyage of several weeks.

When out of port some days, they encountered a heavy gale, during which the sea swept over the decks, nearly causing the craft to founder, and the hatches were battened down to prevent her filling.

The scene that ensued baffles description. He fainted from suffocation and exhaustion, and on recovering found himself on deck by the gangway. Fancying he was dead, the rascally slave merchant had ordered him to be flung overboard. During the short interval the hatches had been kept on thirty-two slaves had died, and it was a marvel how one had survived to tell the tale.

The avaricious slave-master had paid for thus crowding together his purchases, and fearful of losing more of his investment in flesh and blood, took measures to ventilate the hold better, and allowed the survivors to breathe the fresh air on deck longer, and at more frequent intervals.

Every thing has an end, even the greatest of human ills, and at length the dhow reached Massowah. This poor man informed me that during the last fortnight of the passage he had become so injured to the hardships of his position, that he half regretted having arrived at his destination, so strangely constituted and such creatures of habit are we! His mind relieved from present bodily suffering, reverted to his once happy home, and he felt sad and sick at heart, as he thought that he could expect never more to see those dear to him. Like the dying gladiator in those superb lines of Byron.

" His eyes
Were with his heart, and that was far away ;

Where his rude hut by the Danube lay,
There were his young barbarians all at play,
There was their Dacian mother."

And so, over-worked, ill-fed, and constantly subjected to insult and ill-usage, passed five long dreary years. He once made an effort to escape from thralldom, and sought to return on foot to his people and friends, but the attempt ended in failure; he was caught and brought back, and from that time was worked harder by his master, and treated worse than before.

At length the Hon. Co.'s ship Warren Hastings entered the harbour, and he resolved, with what success we have seen, to escape in her to the land of the Feringhees, where he understood slavery had no existence. "In this connection," as the Yankees say, it is certainly singular that England, the power that expends hundreds of thousands of pounds annually in efforts to put down the slave trade on the West Coast of Africa, should do almost nothing to eradicate the same evil on the opposite side of the Cape of Good Hope.

Why should all our compassion be lavished on the negroes who are exported in such gradually diminishing numbers from the Bight of Benin, and the pestilential coasts adjacent, and not a particle be reserved for his equally unhappy fellow-sufferer on the eastern shores of the same continent?

Does not Exeter Hall consider him also "a man and a brother?" and if so, why does it not advocate his claims? In a recent number of the *African Times*, is the following, bearing on this important question:

"It is stated that there are always thousands of slaves lying ready for shipment, waiting for Arab 'dhow' on the coasts of Zanzibar territories; and it is but too well known that the cruelties

and horrors of this Eastern Africa and Red Sea slave trade, as conducted by the Arabs, far surpass any ever heard of on the West Coast. We cannot understand why the Sultan of Zanzibar, within reach, as he is, of British power, should still be allowed to carry on, as he does, whether directly or indirectly, this murderous traffic, to the influence of which the lamented Dr. Livingstone has fallen a victim. Until the slave trade be exterminated on all the African coasts, and that from Kano (in Central Africa) to Fezzan, as well as that in the Upper Nile countries, be put an end to, there can be no successful efforts made to introduce civilizing agencies throughout the greater portion of the African continent. Mahomedanism now stands forth almost alone as the patron and conductor of the foreign slave trade. The trade is carried on by Mahommedans to supply the Mahommedan markets; and unless there be a stronger pressure by Great Britain on the Mahommedan powers relative to this traffic, we fear it will continue until the Mahommedan powers themselves disappear. Sometimes we are afraid there is no longer any earnestness in high quarters in England, with regard to the final suppression of this prolonged curse and woe of Africa since the death of Lord Palmerston. Certain it is, that we now hear of its enormities, in the parts we have alluded to, and less—much less, alas! of any efforts of Great Britain against it. It will be a deep disgrace to this country should she become indifferent about the extinction of the African foreign slave trade.”

Sir Samuel Baker, in his interesting work on the “Albert Nyanza,” gives a very graphic, and but too truthful account of the system of operations by which the slave trade is carried on in the Soudan and neighbouring countries, of which Massowah and Souakim are the chief ports. A man without means forms an expedition, and borrows money for this purpose at 100 per cent., after this fashion. He agrees to pay the lender in ivory at one half its market value. Having obtained the required sum, he hires several vessels, and engages from 100 to 300 men composed of Arabs and runaway villains from distant countries, some of them Europeans. He purchases guns and large quantities of ammunition for his men, together with a few hundred pounds of glass beads. The piratical expedition being complete, he pays his men five months’ wages in advance. His men receive this partly in cash and partly in cotton stuffs for clothes, at an exorbitant price; every man has a strip of paper, upon which is written, by the clerk of the expedition, the amount he has received both in goods and money, and this paper he must produce at the final settlement. The vessels sail down the Nile about December, and on arrival at the desired locality, the party disembark and proceed into the interior, until they arrive at the village of some negro chief, with whom they establish an intimacy.

Charmed with his new friends, the power of whose weapons he

acknowledges, the negro chief does not neglect the opportunity of seeking their alliance to attack a hostile neighbour; marching throughout the night, guided by their negro hosts, they bivouac within an hour's march of the unsuspecting village, doomed to an attack about half an hour before break of day.

The time arrives, and quietly surrounding the village while its occupants are still sleeping, they fire the grass huts in all directions, and pour volleys of musketry through the flaming thatch. Panic-stricken, the unfortunate victims rush from their burning dwellings, and the men are shot down like pheasants in a battue; while the women and children, bewildered in the danger and confusion, are kidnapped and secured. The herds of cattle, still within their kraal, are easily disposed of and are driven off with great rejoicing as the prize of victory. The women and children are then fastened together, the former secured in an instrument called a "sheba," made of a forked pole, the neck of the prisoner fitting into the fork, secured by a cross piece lashed behind, while the wrists, brought together in advance of the body, are tied to the pole. The children are then fastened by their necks with a rope attached to the women, and thus form a living chain; in which order they are marched to the head-quarters in company with the captured herds.

The trader's party then dig up the floors of the huts, now lying in ruins, to search for valuables. With their booty they return to their negro ally, and present him with thirty or forty herd of cattle, and perhaps a slave girl or two. Then they commence to trade with their newly-found friend. The cattle are exchanged for ivory—a tusk for a cow—a profitable business, as the cows cost nothing. The slaves and two-thirds of the captured cattle belong to the trader, but his men claim as their perquisites one-third of the animals. These having been divided, the slaves are put up to public auction among the men, who purchase such as they require; the amount being entered on the papers of the purchasers, to be reckoned against their wages. To avoid the exposure, should the document fall into the hands of the Government or European Consuls, the amount is not entered as for the purchase of a slave, but is divided for fictitious supplies. An attack or razzia, such as described, generally leads to a quarrel with the negro ally, who in his turn is murdered and plundered by the trader—his women and children becoming slaves. The trader's men being paid in slaves, the wages should be nil, and there should be a surplus of four or five hundred slaves for the trader's own profit, worth on an average five to six pounds each. The purchasers and dealers in slaves are mostly Arabs.

The wretched captives are sent across the country to different places along the banks of the Nile, and they are taken to Souakim, Massowah, and other ports on the Red Sea, thence to be shipped for Arabia and Persia. Very many are sent to Cairo. Sir Samuel

Baker says further that though the Turkish officials pretend to dis-countenance slavery, every house in Khartoum is full of slaves, and the Egyptian officers have actually been in the habit of receiving a portion of their pay in slaves, precisely as the slave-stealers themselves were paid by their employers. The slave-dealers in Cairo itself drive a roaring trade in human flesh and blood, but the Government choose to turn their blind eye in that direction.

Perhaps it may interest my readers if I relate what I know of the ultimate fate of the men we rescued, one of whom became a favourite with the sailors, who christened him Bobo. On the arrival at Bombay of the Warren Hastings, our captain interested himself about both the runaways. For Bobo's fellow fugitive he got a situation in an hotel; and on enquiry, learning that one of the sloops-of-war of the Indian Navy was about to proceed to Zanzibar, the captain secured Bobo a passage in her, and her commander, an old friend of his, promised to look after his passenger, and on his arrival at his destination, recommended him to the good offices of the Consul.

Old Colonel Hamerton, at that time our very efficient Consul and Political Resident at Zanzibar, and a great favourite with the Sultan Sayyid Said, induced that potentate to throw the ægis of his protection over the once friendless slave; and so Bobo was forwarded on to his "ain countrie," under an escort. On his being restored to his family and friends, he sent a message to the captain, informing him of his safe arrival, and expressing his undying gratitude to all concerned in his release. So much for Bobo. Let us hope "he lived happy ever after."

OVERLAND FROM INDIA TO CHINA.

The British Association for the Advancement of Science has been doing good service at Dundee, and not the least of its achievements is the nomination of a Committee of scientific and experienced officers, to communicate with the Secretary of State for India, and advocate the importance of an exploration of that *terra incognita* that lies between the North-East frontier of Bengal, and the Western frontier of China, preparatory to the construction of a Commercial Road between the two countries.

We are not over sanguine as to the results of this deputation; the Government of India under the Company's régime was ever backward in the advancement of geography; and our most remarkable explorations have been made by personal enterprise, the officers that achieved them receiving no assistance from the Government beyond leave of absence from their duty; while some of the richest fields of research were assigned to foreign interlopers,

well paid and equipped at the public expense, who reaped the rewards properly belonging to officers in their own service.

We sincerely trust that the Government of India under the Imperial *régime* will cordially respond to the proposals of the British Association, that an exploring party shall be organised without delay, and that it shall be composed exclusively of officers selected from the Indian Army. There are still good men and true remaining in its lists, fit to follow the example of Burnes and Buchanan, of Burton and Speke; who require nothing but such an opportunity to render their names famous, and confer a great boon upon their country.

It is a slur upon the age that the course of so mighty a river as the Tsan-Poo should still be involved in as much mystery as if it had interred itself in secret in the great chain of the Himalayahs. It is almost incredible that a mercantile nation like England should for forty years have watched dribblets of Chinese wealth meandering into India, whilst no effective means were taken to learn the sources of the commercial stream.

England has from time immemorial spent no end of money, exhausted all means of diplomacy, and sacrificed hecatombs of her best and bravest sons in exploring the land of the slave, pestilential and profitless Africa, whilst a mountainous country of less than three hundred miles in breadth, separating the two most populous nations of the world, remains to this day unexplored.

The Russian Government, after having extended their territory southwards to the frontier of China and the river Amoor, are at present advancing up the Oxus, through Turkistan, and their camp fires may be seen from the Hindoo-koosh. A late Indian Mail brought us the news of a French expedition having accomplished an overland journey from their new colony in Cochin China, across the Burmese empire to Maundelay on the Irrawaddy.

It is, therefore, high time for the British Government to rouse from their lethargy and perform their share in Asiatic research, by solving this great geographical problem.

Who does not remember the ten years' war carried on single-handed by Lieutenant Waghorn of the Indian Navy, against the prejudice, the ignorance, and the stupidity of the day, in establishing the Overland communication between England and India. It appears that another war, of four times that duration, is necessary to establish an Overland Route between India and China, and that the original pioneers upon the line are likely to be forgotten.

We have, therefore, out of respect to brave men, most of whom are now in their graves, been at some pains to show what they have done upon the Indo-Chinese frontier, and give them a verse in our annals (premising that we do so from authentic sources), and to the best of our limited means have endeavoured to point out how the exploration can be accomplished.

More than forty years ago, the chief authorities in Assam, especially Mr. Scott and Major Jenkins, promoted explorations upon the Assam frontier, and their assistants were not backward in penetrating the several passes as far as they could do so without the sacrifice of their lives.

The route that at first seemed most feasible, lay up the Eastern branch of the Brahmapootra, called the Lohit, through the Mishmee country into Thibet, and thence across into China proper. The earliest explorer of this line was Mr. Bruce, of the uncovenanted service, long resident at Suddya, and his exertions were rewarded by the discovery of the tea-tree growing wild upon the hills.

In 1826, Captain Wilcox explored this Mishmee pass, as far as Brahmakoond, and ascertained that a foot-path existed thence up the course of the Lohit, for a distance of ten days' journey; but he found the Mishmees so inhospitable and resentful, that he was obliged to return to his duty in Assam. He published a journal of his tour.

About 1835, Dr. Griffiths entered the Mishmee Hills, as far as Thumatayah; but he also was forced to beat a retreat, owing to hostile movements amongst the tribes. He also published his journal.

In 1844, Captain Rowlat was more successful, and made good his way as far as Too-pang, on the river Doo, one of the tributaries of the Lohit, where he was hospitably received by a powerful Mishmee chief. His Journal contains the best description extant of that pass. At Too-pang, Captain Rowlat met a considerable party of Thibetan traders, who were prevented from returning to their homes by an early fall of snow; and were forced to remain there till the ensuing summer, when the melting of the snow rendered the road practicable. The flowering of the Simul, or cotton-tree, in Assam, is the warning for all ultra-montane travellers to return to Thibet, and woe betide them should they loiter on the way.

The above traders described the pass, though passable for beasts of burden, as excessively difficult, and closed up by snow for eight or nine months in the year; lofty mountains and mighty rivers lie between it and the Chinese frontier; travellers and their merchandise are ferried across the torrents in baskets suspended upon cables stretched from precipice to precipice, whilst their beasts of burden are driven into the river and dragged across by ropes from the opposite shore.

In fact, the main chain of the Himalaya, which here takes a bend to the south, must be crossed *en route*, as also the great rivers of Martaban, Siam and Cambodia, and for anything we know to the contrary, the mysterious river of Lah Sah itself. The Irrawaddy does not exist so far north, or if it does, it may be represented only by a mountain torrent. The journey from the

Thibetan to the Assamese frontier may be made in summer in fifteen or twenty days. No great emporium of trade lies in this latitude; both Assam and Thibet, and even the most western province of China, Seuchwen, are very sparsely populated. The intermediate rivers are too rapid to be fit for navigation, and the little traffic that exists in Cashmere wool, bags of musk, borax, and antelope horns and skins, can be carried on by the limited transport now in use. As for an international highway, and a canal linking together the navigation of the Brahmapootra and the Yang-tsi-Kiang by the Mishmee pass (as gravely proposed by Sir Arthur Cotton last summer), the idea is chimerical, and as impracticable as a navigable canal between the Ganges and the Oxus. Moreover, the navigation of the Brahmapootra is so excessively tedious, that nearly as much time is required by the boats of the country to make the voyage from Calcutta to Suddya, as by a sailing ship from Calcutta to London; and the risk on the river is so great, that the rate of insurance is about the same. It is fair to infer that the navigation of the Yang-tsi-Kiang has the same drawbacks. We, therefore, feel warranted in asserting that it would be safer, cheaper, and more expeditious to transport merchandise from Calcutta to Nankin *by sea*, than from either of these cities to the extreme navigable point of any of the above rivers.

There is another pass practicable, though only in summer, from Suddya to Phankai, near the source of the Irrawaddy, known as the Phungan pass, and in 1827 it was crossed over by Wilcox and Burlton; but it is snowed up in winter, and offers no advantages for the construction of a better road than at present exists.

There is a still better route from Suddya to Mogaung, on the Irrawaddy, known as the Patkoye pass, and this road was followed by the Burmese army in their invasion of Assam. There could be no difficulty in constructing a good road over this pass; but as its direction would necessarily be nearly from north to south, it would be ill-adapted for a commercial thoroughfare. It has the further disadvantage of passing through the Singpho tribes, a very turbulent and offensive people. In 1828, this pass was surveyed by Lieutenant Burnett north of the main ridge, and in 1837 by Captain Hannah south of the main ridge; but both officers were frustrated by the Singphos in their transit across.

In 1836, Dr. McCosh, in his topography of Assam, drawn up from official papers whilst in that province, and since published by order of Government, submitted a proposal for an Overland road into China; and in December, 1860, he read a long paper before the Royal Geographical Society, descanting on the various passes, and recommending in particular a line through Munni-poor and Upper Burmah to Bhamo, and thence up the Pinlang

Valley by San-ti-Foo into Yunan. At the same time, he urged the great importance of an exploring party being despatched to survey the entire frontier, such as is now contemplated. This paper was published in the *United Service Magazine* for May, 1861, and to it we are indebted for a considerable portion of what is contained in the present Article. The information is certainly both old and incomplete; but we believe nothing of later date or more complete is to be found upon the subject.

By this route water conveyance exists between Calcutta and Banskundee, on the river Barack (a branch of the Brahmapootra); a good bridle road exists thence through Sylhet and the Cossyah Hills to Gowhatty, the capital of Assam; a carriage road, made by Major Guthrie, is open from Banskundee to Chandrapoor, the capital of Munnipoor; and with the same ease it might be constructed onwards to the Ning-tee river, and thence across the Shan country or Upper Burmah to Bhamo, on the main branch of the Irrawaddy.

Bhamo, though a Burmese city, is inhabited by many Chinese, and is a great *entrepot* of trade. The road onwards into Yunan, passes over many ranges of mountains from six to eight thousand feet of elevation; but though difficult, it is traversed by mules, and all the Embassies passing between the Burmese and the Chinese Courts travel by this route. In fact, a road fit for beasts of burden already exists the whole way from India into China, in this latitude, and little more is wanted to complete its utility than judicious improvements by skilful engineers, and an effective police to give security to life and property. The direct distance from Chundrapoor to Bhamo is not more than three hundred miles.

When Sir Macdonald Stephenson in 1864 projected a railway from India into China, he selected the above identical route; already the first section of this railway is open from Calcutta to Khoostea; in a few years more it will be finished to Sylhet; the day is not far distant when the railway whistle will astonish the Munnipoories and the Shans, and a direct railway communication be opened between Calcutta and Canton.

The little independent state of Munnipoor is as well-known as most parts of Bengal proper. More than thirty years ago it was traversed by Dr. Richardson, who descended by the course of the Ning-tee or Kyen-duan river to Ava. In 1827, the Burmese army, under Bundoola, held possession of the country, and threatened Calcutta with an invasion. About 1836 it was surveyed by Captain Pemberton, who published a valuable book on the North-East Frontier.

The Rajah is on friendly terms with the Indian Government, and a British officer is stationed at his Court as Resident. The people are civilized and superior to the ordinary rate of natives, and their Burmese neighbours, the Shans, are of their kith and kin.

Our relations with the Burmese Court are also of a friendly character, and its ready co-operation might be expected in such an international undertaking. The Chinese have long appreciated the value of such an outlet for their merchandise. A commercial treaty between the Indian, the Burmese, and the Chinese Governments, would greatly enhance the revenues of their respective empires.

Apart from scientific considerations, the time has come when it is imperatively necessary that an Overland road be constructed to supply Chinese cultivators to our numerous tea plantations in Assam and Cachar, nearly all of which are ruined by want of labour. The world at large is not aware of the immense amount of capital sunk in these speculations by retired officers. The natives of Assam are too indolent and demoralized to make efficient labourers. The numerous hill tribes (the Cacharies excepted), though very powerful, able-bodied men, are too independent to labour in the low lands. The Dangur Coolies, once the mainstay of the plantations, have taken a dislike to a country in which health and life are so precarious, and prefer emigrating to the Mauritius or the West Indies. Chinamen have no such dread, and are eager to go anywhere, even to the diggings of Australia and California, provided they can get a fair day's wage. At present it is estimated that there are eighteen thousand Chinese labourers in the Colony of Victoria. If an easy road were once formed, with protection to life and property, they would emigrate to Assam in thousands, and be the readiest means of rescuing the tea plantations from bankruptcy.

Though there is no Great Wall on the Chinese frontier in this region, yet there is a *cordon* of police still more difficult to get over. A Chinaman has as much trouble in getting out of China as an outside barbarian has in getting into it, and "black mail" would be levied with an iron hand upon every traveller crossing Burmese territory. Therefore, a tripartite treaty would be necessary to permit of free ingress and egress, and afford safe transit.

The winter is the best season for such an exploration, and the 1st January is not too late to begin it, though the 1st November would be better. The climate of Munnipoor and Upper Burmah is then cold, bracing and congenial to the European constitution. A small hill tent will be ample shelter for each individual, and these can be got ready made from the Arsenal of Fort William. Munnipoor furnishes the best ponies in the world for carriage, and the jungle will supply abundance of game, from the wild barn-door fowl to the fallow deer.

There is a species of land leech peculiar to the whole North-East Frontier, which hangs from every shrub and blade of grass, ready to fasten upon the unsuspecting traveller, and mulct him of his blood; there is also a very troublesome fly prevalent, called dam-

dum, whose bite is exceedingly venomous. Should the summer heat prove oppressive (and this is not improbable), there is ready access to lofty mountains where any temperature may be got that is desired. A passport should be provided from the Chinese Government, as Abbé Huc had, and which he found of essential service. Huc's book contains much very interesting information upon Western China, and is essential to the travellers. It is possible, however, that the Taeping rebels would be in possession of the province of Yunan, and that some delicate diplomacy might be necessary in making progress. The Taipings, however, are likely to be much more accessible and much less intolerant than the Imperialists. It will be remembered that Major Savel and Captain Blakeston, after having ascended the Yang-tsi-Kiang almost as far as navigable to Yee-chang, were obliged to give up their intentions of crossing over to India, owing to the Taeping rebellion. It is well to mention that a grand expedition, with Captain Smyth of the Bengal Engineers at its head, was organised by Lord Canning to proceed from Simlah into Thibet, and that our Ambassador, then at Peking, was applied to for an Imperial passport for its protection, but his negotiations failed, and the expedition was frustrated. During the spring and summer the expedition would find ample scope for their talents upon the Yang-tsi-Kiang, and in Thibet in search for the Tsan-poo. In August they should return by the Mishmee pass, then certain to be open by the melting of the snow.

This is the only part of the survey likely to be attended with danger, for the Mishmees are a very powerful tribe, independent of the Indian Government, and in general very intolerant of the intrusion of strangers. In 1855, two missionaries, Krick and Bowey, attempted to cross from Assam to China, but were murdered by the Mishmees, and no particulars of their death ever transpired. Colonel Rowlat, who is still in Assam, could possibly make a diversion among his old friends the Mishmees, and render the same assistance to the expedition that Sir Samuel Baker so nobly rendered to Speke and Grant returning from Central Africa.

The party would do well to spend September and October on the cool high lands at the sources of the river Lohit, and in November, when the sickly season has passed, they could descend into Assam, and return to Calcutta by the Brahmapootra, rich in geographical research; rich in contributions to botany, geology, zoology and ethnology; marked men for the rest of their lives.

We heartily wish the contemplated expedition all manner of success; the call for recruits has only to be sounded to bring to the front volunteers able and willing to carry out the programme; therefore we say, *Suona la tromba!*

GUARDSMEN IN THE NATIONAL PORTRAIT EXHIBITION.

BY COLONEL PONSONBY.

JOHN, DUKE OF MARLBOROUGH, *Ensign and afterwards
Colonel in the First Foot Guards.*

81. Vanloo.

John Churchill, son of Sir Winstan Churchill, a Devonshire Baronet, was born on the 5th of July 1650, N S.

His sister Arabella, Lady in Waiting to the Duchess of York, had united with that office the position of mistress to the Duke, and may possibly have been the means of bringing her brother into notice. He was appointed Page of Honour to James, and as such accompanied his master on horseback when he rode to Hyde Park and amused himself with superintending the exercises of the Guards. Churchill studied with eagerness the manœuvres of the troops, and entreated the Duke to grant him a Commission in the Army. He was accordingly appointed Ensign in the First Regiment of Foot Guards, on the 14th of September, 1667, and was selected by Colonel Russell to be Ensign of the King's Company. He was just seventeen, tall, well-formed and very handsome; but having to struggle as best he could with the small allowance he received in addition to his pay, he learnt the value of money and the art of amassing it, (a virtue which in a few years developed into a vice,) and he was enabled by good management to appear at Court, where he was gladly welcomed. Perceiving that the best prospect of advancement was active service, he obtained leave to join the expedition to Tangier, and there saw his first fight with the Moors. He returned in 1669, and plunging into the gay life about Court, succeeding in gaining the affections of Lady Castlemaine, one of the King's mistresses, who gave him £5,000, a sum he prudently invested in the purchase of an annuity. It was probably the desire of the King to rid himself of so dangerous a rival that caused Churchill to be promoted to a company in the Holland Regiment, (now the 3rd Buffs.)

Charles II, having at this time agreed to assist Louis XIV, in his war with the Dutch, a regiment was formed under Monmouth, composed of companies from different corps of the British Army. Among others, that of Captain Churchill of the Holland Regiment joined the expedition, so that it was under Turenne that the young hero first learnt the rudiments of regular warfare. He profited much by the instruction, and distinguished himself greatly, especially at the siege of Nimeguen, where he was known throughout the camp as the handsome Englishman. On the recommendation of Louis, Charles promoted Churchill to the lieutenant-colonelcy of Sir Charles Littleton's regiment. Shortly after his return to En-

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gland he married Sarah Jennings, the favourite bed-chamber woman of Princess Anne, to whom he proved a devoted and faithful husband, unlike the majority of courtiers in those profligate days. In 1680 he was made a colonel, and afterwards captain of the 3rd Troop of Life Guards. He went as brigadier to Brussels, in command of a brigade of Guards, but returned after the lapse of a few months. In 1685 he was created Baron Churchill, and sent to Paris to announce the accession of James II.

When Monmouth invaded England, Churchill, now a major-general, accompanied the Royal Army as second in command, but, though he was unable to stimulate his chief, the sluggish and luxurious Feversham into activity, he saved the Army from destruction at Sedgemoor, and converted the impending defeat into a victory. He was promoted to the rank of lieutenant-general, and given command of the Army, which, under James II, marched in 1688 to oppose the Dutch invader. But this army never met the foe, the number of malcontents was so great that no man trusted his neighbour, and the desertions began long before the King approached the enemy. At Andover a deputation waited upon His Majesty to entreat him to alter his policy, but in vain, and that night many of the chief officers abandoned his cause and went over to William. Of these, the most prominent were Marlborough, Ormonde and Grafton. The first, who owed everything to James, deemed it necessary to publish as a justification of his conduct, the letter of excuse he had addressed to James, but no reasoning can explain away this treason on his part, and it must remain a blot upon his character for ever.

William of course welcomed him to his camp, confirmed his commission as lieutenant-general, and elevated him to an Earldom. He also entrusted him with the command of a British contingent in the Netherlands, which took part in the victory of Walcourt. Marlborough was then sent against Cork, and captured the town. His anxiety to keep well with all parties led him into communication with the Jacobites, and exaggerated reports of his conduct having reached the King, he was sent to the Tower. The proofs of guilt, were, however, so small, and the policy of attracting this soldier to his court being obvious, William released his prisoner and took him into favour. In 1701, when the question of the succession to the Spanish throne was threatening the peace of Europe, Marlborough was appointed Ambassador at the Hague, and after William's death this appointment was confirmed by Queen Anne who made him Duke of Marlborough, K.G., Captain-General and Commander-in-Chief of the Army, and Colonel of the First Regiment of Foot Guards.

In the next six years he earned the reputation he deservedly holds, of being the most artful and accomplished master of the art of war that England has ever produced, combining with his military genius, a diplomatic talent for patiently enduring the stupidity

of dull allies, and for turning their occasional moments of enthusiasm to account.

Blenheim, Ramillies and Oudenarde, were triumphs of a world-wide renown, but in the numerous sieges, the smaller combats and the bloodless victories of his campaigns, many instances of his talents are to be found. When Villeroy's lines in 1705 were guarded by 70,000 men, it required consummate skill rather than daring courage to take them. Whenever the heads of the British columns approached the works, they were saluted with derisive cheers and by a strange air performed by the French bands and accompanied by words, the whole followed by a terrific fire that compelled them to keep at a distance. The English soldiers soon learnt the air, "*Malbrook s'en va-t-en guerre, on ne sait quand reviendra.*" Marlborough abandoning the attempt on the lines assembled his forces on his left in order to move towards the Moselle, and Villeroy gaining intelligence of these intentions massed his troops in the neighbourhood and prepared to fall on his adversary on his march. But on arriving at the spot, the allies were nowhere to be seen. In the night the whole army had swiftly retraced its steps and turning on the Castle of Wange in the centre of the lines, now very feebly guarded, they carried the post without trouble, and when d'Allegre in the grey dawn of the morning arrived in breathless haste with 15,000 Frenchmen, he found that number of allies already drawn up within the lines, while the rest of the British regiments marching through the gap, were preceded by their bands playing the well-known air "*Malbrook.*"

The over cautious conduct of the Dutch deputies in refusing to join in an attack on the disheartened enemy, deprived Marlborough of the advantages consequent on the victory. But the tedious dilatoriness of the Dutch field deputies on all occasions was not so damaging to the cause, as the persistent opposition to all his acts by his enemies at home. These lost no occasion of villifying the Duke, and to such an extent was this carried, that he was accused in the House of Lords of having exposed his officers to unnecessary slaughter at Malplaquet, for the purpose of making money by the sale of their commissions; but his indignant denial of the charge, followed by a demand for personal satisfaction, induced his accuser to fly rather than substantiate his unfounded charges, or meet the General in the field.

Each year as the war became unpopular did the number of his enemies increase, till at length the Queen was induced to recall the successful commander, and the Government deemed it no disgrace to abandon our allies in the presence of the enemy and to consent to an ignominious peace. Marlborough was then accused of peculation, and though his well known avarice gave a semblance of truth to the allegation, and the evidence of Sir Solomon Medina, the recently enriched Army contractor, was much against him, it was perfectly clear that the money he had drawn was part of

the perquisites then allowed and taken by all generals, and that Marlborough could not be blamed for making money by means reprehensible in themselves, but sanctioned by custom and by the permission of Parliament. The threatened impeachment was therefore dropped, but on the last day of the year 1712, he was deprived of all his offices, and he shortly afterwards retired to the Continent.

On the accession of George II, in 1714, he was recalled and reinvested with all his offices, being also made Master General of the Ordnance.

The Jacobite agents in England had for some time been endeavouring to foment discontent in the Kingdom, and had succeeded in seducing a few men of the Guards, who, however, finding that the loyalty of their comrades was beyond temptation, raised an angry feeling against the Colonel of the 1st Regiment, the Duke of Marlborough, by complaining that the men were furnished with inferior shirts in order to enrich the Duke. Some of the leaders threw their shirts over the wall of Marlborough House, and an outbreak was apprehended.

But Marlborough at once assembled the regiment on parade and promising enquiry, and if necessary compensation quelled the tumult. An investigation into the causes of complaint showed that a few shirts of somewhat a coarser nature had been sent with the others, accidentally by the "undertakers," as the contractors were called, but that there was no blame to be imputed to the Duke, and that this circumstance would not have created the disturbance it did, had there not been a secret agency at work. So convinced were the officers, and the great majority of the men of this feeling, that they wished for severe punishment to be inflicted on the mutineers, but these were nevertheless pardoned and the matter ended.

The Palace of Blenheim, ordered by Parliament to be built for the Duke, had never been completed, the supplies had been stopped and the edifice seemed destined to become a splendid ruin, but Marlborough feeling that disgrace would attach to his name as well as to Parliament if this monument commemorative of his great victories were permitted to lie waste, exerted himself to finish the work at his own cost.

Towards the end of his life, the great man's faculties were much enfeebled, and although he occasionally recovered the full use of his once powerful mind it was seldom, and then but for a short time. In 1722, he had a severe attack of paralysis. Prayers were said in his room, and the Duchess asked whether he had heard them. He replied 'yes, and I joined in them.' These were his last words. He died on the 16th of June, 1722. At his funeral, which was conducted on a gorgeous scale in the presence of thousands who had come up from all parts of the country to do his memory honour, his body was carried on a triumphal car, escorted

by his own Regiment, the First Foot Guards, and bearing on its side, shields emblazoned with the names of Liege, Bonn, Limburg, Donawert, Blenheim, Ramillies, Huy, Oudenarde, Ghent, Lille, Tournay, Malplaquet, Mons Bethune, Douay, Raremonde, Bouchain, Aire and St. Venant.

WILLIAM CADOGAN, FIRST EARL CADOGAN, *Colonel of the Coldstream and First Guards.*

131. Laguerre.

William Cadogan, the son of a barrister, entered the Army when young, and was present at the battle of the Boyne, and in Flanders under King William III.

In 1702 he was a Colonel, and Marlborough selected him as his Quarter-Master-General, a most important post, for on the punctual execution of a march, success entirely depends, and an error in any of the Duke's swift and sudden movements must have been attended by the most disastrous consequences. Cadogan's excellent performance of his duties secured for him the friendship of Marlborough, and he was his constant companion in all his campaigns, at the Schellemburg, at Blenheim, and at Ramillies, where he was taken prisoner, and through the rest of the war Cadogan well and earnestly served his chief. In 1707, he was a Major-General, in 1709 a Lieutenant-General. He was also Minister Plenipotentiary to the Netherlands. On the disgrace of Marlborough, it was expected that Cadogan would have resigned his post, but he considered it a duty to his country to remain. In 1714, he was K.T., and was made Colonel of the Coldstream Guards; in 1716, he was created Baron Cadogan, and two years later Earl Cadogan, and Ambassador to the Hague. On the 18th of June he succeeded Marlborough as Commander-in-Chief, and Colonel of the First Regiment of Foot Guards. He died in 1726.

JAMES, SECOND DUKE OF ORMONDE, *Colonel of the First Guards.*

26. Riley.

James Butler, second Duke of Ormonde, son of the courteous and gallant Ossory, inherited from his grandfather a splendid fortune in addition to the Dukedom in 1688.

He was twenty-three years of age at the time, and had studied war after the fashion of the day with foreign armies, had raised a regiment of horse and had fought at Sedgmoor. But, although a Lord of the Bedchamber, he was no favourite at Court. His firm Protestantism, the cause of his election to the Chancellorship of Oxford, was also the cause of his being disliked by the bigoted advisers of the King.

At the revolution, Ormonde abandoned James, and was welcomed by William, who made him Colonel of the second troop of Horse Guards, a K.G., and Lord High Constable of England at the Coronation. He accompanied the King to Ireland, was at the

Boync, and when the Kingdom had submitted to the Dutch invader, entertained his Sovereign magnificently at his castle of Kilkenny. On the commencement of the war in Flanders, he was made Major-General, with the command of the British Cavalry; but at the battle of Landen was wounded, taken prisoner, and carried to Namur, where he remained till exchanged for the Duke of Berwick. He was made Lieutenant-General in 1694.

In 1702 he commanded the expedition sent to Vigo with Major General Sir Henry Bellasis and Rear-Admiral Sir George Rooke. But, though brave in action, he was inexperienced in military discipline, and too indolent to undertake the control of two such opposite characters as the soldier and sailor above mentioned. Differences of opinion arose, delay, disaster and recrimination. When a landing was effected, the troops were not restrained, and committed terrible excesses, while the Generals appear to have shared in the plunder. The blow struck against Spain by the capture of galleons, was great, but the blow to our national reputation was greater.

Nevertheless, Ormonde received the thanks of Parliament, but Bellasis was cashiered for his rapacity.

In 1703, Ormonde was appointed Viceroy of Ireland, and after a while resigned the office, only to be reappointed in 1710. His court was one of the most brilliant that had ever been seen, and his open, cheerful and generous manner, obtained for him great popularity. He was not, however, free from the love of flattery, the castle was full of toadies who lived upon him and strove with each other for his favour, while the officials found themselves free to act so long as they did not trouble him with business, or expect him to attend the council board rather than the festive table where he was surrounded by the fairest of the fair sex, to whom he made no secret of his attachment, or of their reciprocal feeling for him.

On Marlborough's dismissal in 1712, Ormonde was selected to fill all his vacant posts. Captain-General of the Army, Colonel of the First Regiment of Foot Guards, and Commander-in-chief of the Army in Flanders. He was directed to continue the outward appearance of war with the French, but to make no real effort against them. This odious task he performed as a duty to his party, and when at last, in accordance with his instructions, he separated his soldiers from the allies, with whom they had fought and conquered in nine campaigns, the officers and men with downcast eyes obeyed, muttering curses on the Duke as a stupid tool, and a general of straw.

The German contingent flatly refused to march, and a rupture of the understanding with the French was imminent, till the matter being explained, the British Army retired to Ghent, and from thence to England, leaving Eugene at the mercy of the French.

On the accession of George I, Ormonde was dismissed from all

his offices, and Marlborough replaced him. He retired to his villa at Richmond, from whence he entered into correspondence with the Jacobite party abroad, who were meditating an invasion of England. But the plot being discovered, Ormonde fled, and his estates were confiscated. His brother, the Earl of Arran, was, however, permitted to purchase all the family property, and thus to transmit them with the title to the present marquis. The Duke sought refuge at Madrid, where he lived for many years, and died at the age of 91; when dying, it is related, that he feared his contortions would shock his friends, and that his last words were a polite excuse. "*Messieurs, j'espère que vous excuserez la grimace.*" He is said to have been a man of middle stature but of uncommon beauty, amiable, though weak, energetic in moments of danger, but luxurious and indolent in time of peace; the last of the Butlers who has made his name conspicuously famous in the annals of his country.

WILLIAM, DUKE OF CUMBERLAND, *Colonel of the First Guards.*

302. Wootton. 318. Reynolds.

William, Duke of Cumberland, second and favourite son of George II, was born in 1721. He received a good English education, and together with his elder brother, was recognised as an English prince, an uncommon personage in the days when two successive sovereigns of the realm were scarcely able to understand the language of their subjects.

Frederick, Prince of Wales, having quarrelled with his father, the King lavished his affection on his second son, William; but even from him he would brook no opposition to his will, and when scarcely of age, the Prince was desired by his Royal parent to marry a poor, ungainly German Princess for certain political reasons, the unfortunate youth knew not how to refuse, and sought the advice of Sir Robert Walpole, now sinking fast into the grave. The old statesman counselled his acceptance of the lady on the condition that his father made him a handsome allowance. His Majesty was so much taken aback by this request, that he dropped the subject.

On coming of age, the Prince was created a Peer, under the title of Duke of Cumberland, and in 1740 was given his first commission as Major-General in the Army, and Colonel of the Coldstream Guards, and two years later Colonel of the First Guards. In 1743 he accompanied his father to Germany, and was engaged with him at the Battle of Dettingen solely as a staff officer, without command. George II. had expected the attack to be made upon his rear, which he therefore strengthened, and surrounded by the Brigade of Guards, under Charles, Duke of Marlborough, awaited the onslaught. But De Noailles preferred to arrest the retrograde movement of the allies rather than to accelerate it, and so attacked by the village of Dettingen. No sooner did the King hear the

sound of the guns, than he put spurs to his horse, and followed by his son, galloped towards the menaced point. But whether he had struck his spurs too deep, or that his steed was terrified by the thunder of the artillery, it resulted that the animal took the bit between his teeth, and carried his Royal master through the English line towards that of the enemy. Fortunately, Ensign Cyrus Traupaud, seeing the King's danger, caught hold of the bridle and hung on. Distrustful of any legs but his own, George, full of courage, dismounted, and drawing his sword, fought the rest of the day on foot. Cumberland remained on horseback, encouraging the men till he was struck in the leg by a musket ball.

The French were defeated, and the allies marched to Hainau; the King went to Hanover with his son. Dissensions arose in the Army as to the expediency of invading France, and the troops returned to Flanders, where under divided commands they remained for a year, unable to effect any important movement. In 1745, the different nations becoming alive to the danger of the situation, concurred in accepting Cumberland as Commander-in-Chief of the allied forces. The French, under Saxe, had commenced the siege of Tournay before the Duke had arrived in Brussels, and there was unnecessary delay in advancing towards the enemy. Saxe had entrenched himself, and old Count Konigsegg, the Austrian, counselled cautious movement; but the English Prince and his soldiers were hot and eager for the conflict. Then was fought the battle of Fontenoy, where daring courage, unassisted by military skill, failed before the French and Irish. The allies, dispirited and defeated, lost nearly the whole of Flanders; but the cool, heedless courage of the Duke, in the middle of the carnage, earned for him a higher reputation as a soldier, than his foresight deserved; and on the invasion of Scotland by Prince Charles Edward in the autumn of 1745 Cumberland was called by the King and the nation to command the force that was to oppose the invader. He accordingly returned with a portion of the Army of Flanders to England, and at once proceeded northwards with his aides-de-camp, Henry Conway and Lord Bury, and assembled his troops at Lichfield, in order to oppose the Scotch Army, which had taken Carlisle, and was marching southwards. The same day he heard that this Army had passed him, and had arrived at Derby. But here the rebel leaders disagreed, and finally returned to Scotland, pursued by Cumberland as far as Carlisle. Scarcely had this place fallen than the Duke was recalled to the south, where another invasion was apprehended, and the command of the English troops in Scotland devolved on Hawley, a bad man, and worse soldier, who in January, 1746, was defeated at Falkirk. Cumberland was thereupon again ordered northwards, and proceeding with the utmost expedition, arrived at Holyrood on the 30th of January, and took command. He armed the citizens of Edinburgh, inspected the troops, unfortunately took Hawley into his confidence, and moved on to Perth. The rebels did not wait

for him, but retired through the Highlands in the direction of Inverness, whither the Duke did not follow, but marched round to Aberdeen. Here he lost some time, hoping, not without reason, that the dissensions in the enemy's camp, and the want of provisions, would do more for his cause than the sword.

At length, on the 8th of April, he left Aberdeen with 8000 infantry and 900 cavalry, and marched by Kintore and Fochabers to Culloden, whither the rebels had come out from Inverness to meet him.

For the last time in the history of Great Britain, there stood two great armies opposed to each other in battle array on British soil. The Highlanders, brave, impetuous and fiery, with a perfect confidence in their cause, and an enthusiasm that carried them through anything, were led by Prince Charles, a true hero of romance, young, handsome and pleasing, with a smile and voice that captivated his hearers, and a form that delighted beholders. But his men were starving, and compelled to wander in search of food, and the chiefs, jealous of each other, interfered with the order of battle.

On the other side stood an army perfect in discipline, with every want supplied, firm in its loyalty, and devoted to its leader. Prince William was about the same age as his opponent; equally brave, a better soldier, more honest, more true to his friends, more faithful to his promises. He seldom made an enemy among those who knew him; but corpulent, rough and ungraceful, he seldom made a friend among the general throng.

His army was drawn up in three lines, the cavalry on the flanks. Riding along the ranks, he entreated those who might be reluctant, from having relatives in the rebel army, to retire, as he would rather fight with one thousand determined men than ten thousand who were lukewarm. He was answered with a loud cheer, and cries of "Flanders."

The battle began by a vigorous onslaught of the Highlanders, which threw a portion of the first line into confusion, but the disorder being remedied, the enemy, blinded by a storm of hail and rain, was unable to follow up this success, and was finally defeated with terrific slaughter.

That the fury of the soldiers on the field of action unfortunately led them into some excesses cannot be denied, but the stories of cruelty reported afterwards must be received with caution. Some horrors were undoubtedly perpetrated by Hawley's orders, but there is nothing to implicate the Duke in these, beyond the language used by him to all who interfered with the movements of his troops, and the fact that being Commander-in-Chief, he was responsible for the acts of his subordinates. To those who warned him against further proceedings against the Scotch, he was rough and almost brutal. To Lord President Forbes, who seized on an unpropitious moment to appeal to the laws of his country, he exclaimed, "By

God! I'll make a brigade give laws!" and to those who spoke of clemency to the vanquished, he replied that a little blood letting was necessary; but that he ordered any illegal executions or massacres, there is no proof at all. Hawley, who frequently presided over the questionable amusements of the camp, had very few tender feelings, and for his barbarities the Duke of Cumberland has suffered the odious nickname of the Butcher.

But the services he rendered, by thus putting an end for ever to this most formidable rebellion, were warmly acknowledged by the King and the nation, and a grant of £25,000 a year was gladly voted him by a House of Commons, whose horror of the Highlanders made the members applaud rather than condemn the severities supposed to have been exercised in Scotland.

In 1747 the Netherlands were threatened, and Cumberland was associated with the Prince of Orange for the defence of the country. The two princes were not of accord on the best mode of repelling the French, who, headed by Saxe, marched on Maestricht, but were met by Cumberland at Laffeldt. Here the French Marshal gained another victory over his former opponent, who returned to England with all the unpopularity consequent upon ill success. The Scotch seized the opportunity of exaggerating the tales of cruelty and wrong, perpetrated in the Highlands, and the Duke was looked upon as such a monster, that the offer of placing his name in the possible list of the regency on his brother's death, although refused by him, was considered an outrage on good feeling.

When the Seven Years' War broke out, the Duke was again called upon to exercise his duties in the field; but this time he disliked the appointment, for he was deprived of all British assistance, and found himself at the head of a gallant, but small army, of Hanoverians and Northern Germans. His only countrymen near him were his own aides-de-camp, Conway, Lord Bury, and Carleton. In 1757, he found himself defending the frontiers of Hanover against a very superior army under the Duke de Richelieu, who defeated him at Hastenbach, and forced him into so perilous a position at Closterseven, that he was compelled to sign a convention. Although more favourable than could have been expected under the circumstances, it was denounced in England as ignominious, and the General was recalled. When he appeared at Court, the King did not speak, but said aloud, "Here is my son, who has ruined me and disgraced himself." Pitt attempted to allay the Royal anger, but in vain, and the Duke, feeling that he had been unjustly treated, determined on resigning all his appointments; his profession, to which he was devotedly attached, his regiment of Guards, wherein all his friends served, and by every man of which he was well known and loved, and all his other employments.

From this time he retired into private life, unable after a while from his unwieldy size, and from his old wound breaking out, to take much active exercise, but ever ready when called upon by the

King, his nephew, to afford counsel or assistance. Thus in 1765, when George III endeavoured to rid himself of the Grenville Ministry, he appealed to the Duke to aid him in his efforts. More from a sense of duty than from any pleasure in the mission, Cumberland went at once to Pitt, but failed in his endeavours to obtain the co-operation of that statesman. Still later, when the King, wearied out by the tedious verbosity of Grenville (who, among other refusals, declined to apply to Parliament for £20,000 to enable the sovereign to purchase almost all that ground now known as Belgravia), again appealed to his uncle, Cumberland pitched upon Rockingham, whose acquaintance he had formed on the turf, but of whose abilities he had the highest opinion. This selection was a happy one, and Cumberland was rewarded by the gratitude of his nephew.

On the 30th of October, the Duke was playing piquet with General Hodgson, an officer of his old regiment, when he was seized with apoplexy, and died next day at his house in Upper Grosvenor Street.

Fewer men had a stronger sense of duty than the Duke, and though corpulent and unwieldy in his latter days, he had been distinguished in his early life by his activity. He was enthusiastically fond of his profession; and if his manners were rough and his temper occasionally violent, he was, nevertheless, a brave soldier, a liberal master, a true friend, and a dutiful son.

CHARLES SPENCER, SECOND DUKE OF MARLBOROUGH, *Colonel of the Coldstream Guards.*

396. Richardson.

Charles, fifth Earl of Sunderland, inherited, through his mother, his grandfather's title, together with a portion of the estates including the domain of Blenheim. He thus became the second Duke of Marlborough in 1733.

His military career commenced as Lieutenant-Colonel of the 38th Regiment, and in 1739 he was promoted to the Colonelcy of the Royal Dragoons, and afterwards to that of the 2nd troop of Horse Guards. He was also Lord-Lieutenant of Oxfordshire and Buckinghamshire, and a K.G. In 1741 he became Major-General, and was appointed Colonel of the Coldstream Guards. He proceeded with the 1st battalion of his regiment to Germany, and commanded the Brigade of Guards at the Battle of Dettingen, but returned to England at the end of the campaign with Lord Stair, indignant at the inaction of the allies. In 1747 he was a Lieutenant-General, and in 1758 a General in command of an expedition intended to devastate the coasts of France. Lord George Sackville and the Marquis of Granby were his Lieutenant-Generals, and a strong force was assembled in the Isle of Wight ready for embarkation. Howe commanded the Fleet, and numerous volunteers asked for leave to accompany the expedition. These amateur soldiers had

always been discouraged by the Duke of Cumberland, who disliked being attended by smart gentlemen not under military discipline. But the Duke of Marlborough made no objection, and some dozen noblemen and gentlemen were distributed among the ships, among whom were Lord Downe, Sir John Armitage, and Sir James Lowther.

Sailing at the beginning of July, the squadron anchored in the Bay of Cancale, and after dismantling a coast battery the troops landed, but could do nothing except burn a few ships. Re-embarking, another attempt was made on Havre-de-Grace, but failed, in consequence of the weather; so they returned to Cherbourg, where a few more ships were burnt, and some stores taken. But very little real damage was done, and it was remarked that the French had learnt they were not to be conquered by every Duke of Marlborough.

A small canteen, belonging to the Duke, containing some teaspoons with his crest upon them, had been accidentally left on shore. These were carefully returned to his Grace by the Duc d'Aiguillon, in a ship under a flag of truce.

The result of this expedition was extremely disappointing to all concerned (although it was not as disastrous as that which took place a month later under General Bligh). Lord George Sackville, on returning to England, did not hesitate to declare that he would decline any further employment on such buccaneering exploits. This observation irritated the King, but his Majesty bore no ill will to any man for long, and soon afterwards gave him a division of the Army which, under the Duke of Marlborough, proceeded to Germany to aid Prince Ferdinand.

Scarcely, however, had his Grace arrived at Munster, than he was seized with a fever, and died on the 28th of October, 1758.

JEFFERY, FIRST LORD AMHERST, *Captain and Lieutenant-Colonel First Guards.*

672. Reynolds.

Jeffrey Amherst, the son of a Kentish gentleman, was born in 1717, and in 1732 was appointed Ensign in the First Regiment of Foot Guards. In 1742 he proceeded with his battalion to Germany, and was at Dettingen. In the following year he was appointed Aide-de-Camp to Sir J. Ligonier, and was at Fontenoy, where he carried his chief's earnest directions to Ingoldsby to advance. These instructions were delivered by the young staff officer with so much vehemence that Ingoldsby became angry; but he, nevertheless, did not attend to them, deeming the assault of the work before him beyond his powers; one of the errors which caused the loss of the battle. Amherst was transferred to the Duke of Cumberland's staff, and served in that capacity at Culloden and Laffeldt. In 1755 he was promoted to the rank of Captain and

Lieutenant-Colonel in his regiment, and two years later when His Royal Highness was sent to command the Hanoverian Army, Amherst was one of the few Englishmen who accompanied him, and saw the battle of Ha-tenbach and convention of Closterseven. The Duke, who never forgot his friends, had already secured for his aide-de-camp the Lieutenant-Colonelcy of the 15th Regiment, and the choice was justified by the manner in which this officer did his duty as a commander. Indeed, his reputation stood so high, that he was selected above the heads of many others for a command in North America in 1758, where he captured Louisburg. After Abercrombie's defeat, he was made Commander-in-Chief of all the forces in North America, and submitted a plan to the Ministry for the conquest of Canada. This plan of attacking the country in three unconnected divisions has been frequently censured, but the weakness of the French force in the colony probably justified what would otherwise have been an error. The success of Wolfe at Quebec secured the reduction of Canada; but while the brilliancy of that achievement, accompanied by the death of its hero, threw all the other movements into the shade, it does not diminish the credit due to Amherst for overcoming the difficulties in his path when he descended the St. Laurence, and took Montreal without a battle.

He was made a K.B. and Governor of Virginia; but having taken a part against the Government in 1768, he was deprived of all his offices. But Pitt restored him, made him Colonel of the 3rd Buffs and Governor of Guernsey.

In 1776 he was raised to the Peerage as Lord Amherst of Holmesdale and Montreal, and two years later was appointed Commander-in-Chief and Colonel of the 2nd troop of Horse Guards (the 2nd Life Guards).

His gratitude to his patrons prevented his ever speaking with any independence in the House of Lords, and soon it was apparent that he was a mere tool in their hands with respect to his office, and executed their orders mechanically. It would have been well for his credit had he now resigned, but he preferred to remain at the Horse Guards, and the once bold and intrepid young Guardsman was ridiculed everywhere as the over-cautious and twaddling Commander-in-Chief. In 1796 he was made a Field-Marshal, and in 1797 he died, and left his estates to his nephew, William Amherst, from whom is descended the present Earl.

HOW WE ENTRAPPED THE SLAVER.

By Lieut. C. R. Low, (late) I. N.

We had been cruising off Cape Mussendom for some two or three weeks for the purpose of intercepting a large slave barque, concerning which we had received certain information to the effect

that she was to be off that point on or about a certain day, and that day was now over a week gone by.

Cape Mussendom, as most of my readers doubtless are aware, is the extremity of a Peninsula forming one side of the Straits that give entrance to the Persian Gulf.

Our informant, a secret emissary of the native merchant, who at that time filled the post of British Agent at Muscat, was a man known to the captain of the Hon. East India Co.'s ship "Laswarree," and we had no doubt of his entire good faith.

The "Laswarree" was an old eighteen-gun sloop-of-war, and your humble servant was at the time a youngster serving on board as midshipman, or volunteer, as we were rated on the ship's books in those days during the first twelve months of our noviciate. I was a "jolly midshipman," that is the correct term for ensigns and midshipmen, who are, I believe, generally classified as "jolly," though why that prefix should only be applied to novices in the art military and naval, and not to those who, having climbed to the top of the tree of promotion, might be supposed to be inspired with feelings of increased "jollity," I, for one, have not been able to discover. I presume it is one of those things "that no fellar can understand."

It was certainly very disappointing our not seeing anything of "our friend, the enemy," for to ensure her capture we had taken certain steps most repugnant to the feelings of smart men-of-war's-men. To effect this object, the captain had gone so far as to disguise his ship and assume the general slovenly, out-at-elbows, look of a "country" trading vessel, a class of craft which, I take it, is about the most unshipshape, woe-begone, description of vessel that floats, or ever has floated, on the deep since old Father Noah—the first seaman of whom we have any record—turned shipbuilder and built the Ark of "gopher wood," and "did pitch it within and without with pitch."

Captain Torbay, that was the name of our respected "skipper," (as he was irreverently called by the youngsters of the midshipmen's berth,) Captain Torbay, at length, after much wrestling with the proper pride every sailor feels in the appearance of his vessel, so that everything on board should be "shipshape and Bristol fashion," effected the disguise of the Laswarree most completely. Her chequered ports were covered with "chunam," which was smeared all over the clean painted sides; her guns were run in and secured inboard, while her yards were carried all a "cock bill," and trimmed anyhow when under sail. Her men unrove her "running" and some of her "standing" gear, and rove it afresh, merchant-ship fashion, while the *tout ensemble* of the once smart sloop could only be described as that of a "Jordy," that most scathing of all nautical terms of opprobrium.

The sailors liked it no more than their captain, while the old boatswain, a one-eyed gentleman, who went by the name of Poly-

phemus, liked it less than any one. A tough, ancient mariner was old Polyphemus as ever sniffed a nor-wester, and one having little of the milk of human kindness in his composition—it had all been soured or salted out of him long ago, I suppose. At all times, it was Polyphemus' delight to rattan the ship's boys every morning, but now that he was in a continual state of bad humour, it was positively fearful to see the malignity gleaming in his solitary organ of vision as he rolled it in his head, walloping the unhappy boys the while in an ecstasy of rage, while all day long he went roaming about the decks grunting like an incensed wild boar, or cursing in a deep undertone, after the manner of a perverted Christian. Yes, it was the general remark of our mess that Mr. Pepper "didn't like it," and we youngsters, rather amused than otherwise at the bad language the old man habitually used when speaking of the disorganised state of his especial charge, the "rigging," made a practice of going up to him separately, and condoling on the sad state of affairs, while the rest of us would stand sufficiently near to watch his frenzied manner as he listened to his Job's comforter, and would go into convulsions of laughter as we caught the novel expletives in which he gave vent to his wrath while, like another Rachel, he refused to be comforted. It certainly was rather droll.

While cruising about the neighbourhood of Cape Mussendom in this desultory manner, the First Lieutenant took the opportunity of exercising the young gentlemen of the midshipmen's berth in the very necessary accomplishment of reefing and furling sails. Every evening at sunset, after beating off from quarters, we youngsters were turned up from below and exercised at reefing the mizen top-sail. Each time the reef was taken in or "shaken out," we were piped down only to be sent aloft again, racing up the shrouds until we became as active as monkeys.

One day an accident happened to me which nearly proved fatal. We took it in turns to lay out to the mizen-topsail yard-arms to pass the reef earings, and on this occasion I went out to leeward in due course. There was a fine breeze blowing; the ship had all sail set, and was bowling along at the rate of some nine knots. We had taken in the first reef three times, and were getting rather tired, for notwithstanding the breeze it was hot work, and we rather grumbled when we received the order to lay aloft for the fourth time. However, away we streamed up the ratlines. As I took up my station at the lee yard-arm, the ship began to roll heavily; presently the weather reef-earing was secured, and the word was passed along "haul out to leeward." We all tugged and strained as they "lighted" the sail out to me, when suddenly I felt something "give" in my hand. I tried to recover myself, but it was in vain. I clutched wildly at anything, but only grasped the air. I reeled for a moment, and then losing my balance tumbled head-long down—down. Fortunately, the ship was at the time taking a

heavy roll to leeward, and so I fell overboard, and not on to the deck, where, in all probability I should have broken my neck.

Luckily I had been brought up at a school that was only separated from the sea-shore by a narrow road, and we school-boys used to make a practice of bathing twice a day, from April to November. Indeed, if there was anything I could do tolerably well, it was swimming.

This accomplishment was now put to the test. I struck out at once and felt quite at home in the water, and not a bit nervous. It so happened that the patent life-buoy had that morning been taken down by the carpenter, and was under repair; so I had no resource but to trust to myself until a boat picked me up.

I heard the cry in the distance, "man overboard," but the ship, going "free" at the time, was making such headway through the water, that before anything could be done, the "Laswarree" was a long way off. Then she wore round, but whether it was owing to the men not being as smart as was usual with them, or to some other cause I know not, but she seemed as if she would never be on my track. I learnt afterwards, that in "bracing in" the after-yards, the main brace-pennant gave way, owing to the fact that the old boatswain, in one of his ill humours had made the pennant out of some condemned rope, which he thought good enough for such a temporary purpose. However, at length the sloop was standing back towards me on the other—the port—tack. There was what sailors call "a good lump of a sea" on, and I found it very difficult to keep the salt water from making its way down my throat with a frequency, and in quantities, greater, than was agreeable. I had my clothes on too, and what told against me more than anything else, was, that I was thoroughly exhausted with the exercise previously undergone aloft. So what with all these drawbacks I began to feel rather faint. I floated a little but was almost suffocated with broken water, and so was fain to swim on.

The ship was still a good way off, and as I kept my eyes anxiously fixed on her, I discovered, to my horror, that she was steering in a wrong direction, and would pass a good quarter of a mile from where I was striking out for dear life. This began to get very serious. I had been a quarter of an hour in the water already, and my strength was rapidly leaving me. I could see the Laswarree only when I rose to the summit of the long waves, so it was not a matter of much surprise that they had lost sight of me. She was now passing the spot in a line with which I was, and in another moment would be to leeward of me, when she would have to work up against the wind to pick me up; my heart sank within me, as I saw her shooting along on the backs of the vast ocean rollers with her top-gallant sails lowered and courses hauled up. I could see the crowds of men on the shrouds and up in the tops all anxiously striving to catch a glimpse of me, and I could see on the poop and in the mizen-top the forms of my messmates

looking out on the waste of waters for the speck that represented the atom of humanity struggling with the mighty sea monster that has in all times engulfed such myriads of our race. I waxed fainter and more faint. Despair began to settle over me, when suddenly I saw by the change in the trimming of the yards that I was discovered. Now the *Laswarree* stood fairly towards me, and the only question in my mind was whether I had enough strength left in me to keep myself afloat until they lowered a boat to pick me up. The gallant sloop came along, bruising the water under her bows after the manner of the bluff-bowed ships of old. With my eyes intently settled on her I struggled on—now she was close to me and a boat was lowered into which jumped some half dozen stalwart fellows, but I felt it was all in vain.

I was sinking. Do my utmost, I could not keep my mouth above water except by spasmodic exertions. Then my senses seemed to leave me—only a dull heavy agony at first supervened, though it was more mental than physical, and then all seemed over.

I was subsequently informed that I was seized by the bowman, who grasped the hair of my head which was fast disappearing below the surface of the water, and those in the boat stated that in another half moment I must have sank out of sight for ever. As it was, when they handed me into the boat they thought I was drowned. Two of the men undressed me and rubbed my body, and directly I was taken on board all the officers vied with each other in kindness. After a confinement to my bed for three days, I was sufficiently restored to be struck off the sick list.

With reference to my feelings during the state of semi-drowning, I cannot describe them more accurately, I might say, “*sensationally*,” than by laying before the reader a letter which Admiral Sir Francis Beaufort, at one time, as is well-known, Hydrographer to the Admiralty, addressed to Dr. Wollaston, giving an interesting account of the sensations he experienced while in this state.

“The following circumstances which attended my being drowned have been drawn up at your desire. They had not struck me as being so curious as you consider them, because from two or three persons who, like myself, had been recovered from a similar state I have heard a detail of their feelings, which resembled mine as nearly as was consistent with our different constitutions and dispositions.

“Many years ago, when I was a youngster on board one of His Majesty’s ships in Portsmouth Harbour, after sailing about in a very small boat, I was endeavouring to fasten her alongside the ship to one of the scuttlerings; in foolish eagerness I stepped upon the gunwale, the boat of course upset and I fell into the water, and not knowing how to swim, all my efforts to lay hold either of the boat or the floating sculls were fruitless. The transaction had not been observed by the sentinel on the gangway, and

therefore it was not until the tide had drifted me some distance astern of the ship, that a man in the foretop saw me splashing in the water and gave the alarm.

"The first-lieutenant instantly and gallantly jumped overboard, the carpenter following his example, and the gunner hastened into a boat and pulled after them. With the violent but vain attempts to make myself heard, I had swallowed much water; I was soon exhausted by my struggle, and before any relief reached me I had sunk below the surface;—all hopes had fled—all exertions ceased—and I felt that I was drowning. So far, these facts were either partially remembered after my recovery or supplied by those who had latterly witnessed the scene; for during an interval of such agitation a drowning person is too much occupied in catching at every passing straw, or too much absorbed by alternate hope and despair, to mark the succession of events very accurately. Not so, however, with the facts which immediately ensued; my mind had then undergone the sudden revolution which appeared to you so remarkable, and all circumstances of which are now as vividly fresh in my memory as if they had occurred but yesterday.

"From the moment that all exertion had ceased—which I imagine was the immediate consequence of complete suffocation, a calm feeling of the most perfect tranquillity superseded the previous tumultuous resignation, for drowning no longer appeared to be an evil—I no longer thought of being rescued, nor was I in any bodily pain. On the contrary, my sensations were now of rather a pleasurable cast, partaking of that dull but contented sort of feeling which precedes the sleep produced by fatigue. Though the senses were thus deadened, not so the mind; its activity seemed to be invigorated in a ratio which defies all description, for thought rose after thought with a rapidity of succession that is not only indescribable, but probably inconceivable by anyone who has not himself been in a similar situation. The course of those thoughts I can even now in a great measure retrace; the event which had just taken place—the awkwardness that had produced it, the bustle it must have occasioned, (for I had observed two persons jump from the chains,) the effect it would have on a most affectionate father, the manner in which he would disclose it to the rest of the family, and a thousand other circumstances minutely associated with home, were the first series of reflections that occurred. They then took a wider range—our last cruise—a former voyage, and shipwreck—my school—the progress I made there, and the time I had mis-spent—and even all my boyish pursuits and adventures. Thus travelling backwards, every past incident of my life seemed to glance across my recollection in retrograde succession, not, however, in mere outline, as here stated, but the picture filled up with every minute and collateral feature; in short, the whole period of my existence seemed to be

placed before me in a kind of panoramic review, and each act of it seemed to be accompanied by a consciousness of right and wrong, or by some reflection on its cause or its consequence; indeed, many trifling events which had been long forgotten then crowded into my imagination, and with the character of recent familiarity. May not all this be some indication of the almost infinite power of memory with which we may awaken in another world, and thus be compelled to contemplate our past lives? But, however that may be, one circumstance was highly remarkable; the innumerable ideas which flashed into my mind were all retrospective, yet I had been religiously brought up; my hopes and fears of the next world had lost nothing of their early strength, and at any other period intense interest and awful anxiety would have been excited by the mere probability that I was floating on the threshold of eternity: yet at that inexplicable moment, when I had a full conviction that I had crossed that threshold, not a single thought wandered into the future—I was wrapt entirely in the past. The length of time that was occupied by this deluge of ideas, or rather the shortness of time into which they were condensed, I cannot now state with precision, yet certainly two minutes could not have elapsed from the moment of suffocation to that of my being hauled up.

“The strength of the flood-tide made it expedient to pull the boat at once to another ship, where I underwent the usual vulgar process of emptying the water by letting my head hang downwards, then bleeding, chafing, and even administering gin; but my submersion had been really so brief, that, according to the account of the lookers on I was very quickly restored to animation. My feelings while life was returning were the reverse in every point of those which have been described above. One single but confused idea—a miserable belief that I was drowning dwelt upon my mind; instead of the multitude of clear and definite ideas which had recently rushed through it—a helpless anxiety, a kind of continuous nightmare, seemed to press heavily on every sense, and to prevent the formation of any one distinct thought, and it was with difficulty that I became convinced that I was really alive. Again, instead of being absolutely free from all bodily pain as in my drowning state, I was now tortured by pain all over me, and though I have been since wounded in several places and often submitted to severe surgical discipline, yet my sufferings were at that time far greater; at least, in general distress. On one occasion I was shot in the lungs, and after lying on the deck at night for some hours bleeding from other wounds, I at length fainted. Now as I felt sure that the wound in the lungs was mortal, it will appear obvious that the overwhelming sensation which accompanies fainting must have produced a perfect conviction that I was then in the act of dying. Yet nothing in the least resembling the operations of my mind when drowning then took place; and when I began to recover, I returned to a clear conception of my real state.”

To return to my narrative.

We sighted many native vessels bound chiefly for the Red Sea, and a couple of English Merchantmen passed us for Bombay, but there was no sign of the slaver. As she had shipped her human cargo somewhere on the African Coast and her destination was the Persian Gulf, she would necessarily have to "hug" the coast near Cape Mussendom, so that we were on the right track, but yet as the days wore on and nothing answering her description turned up, our stock of patience began to be exhausted.

At length, one morning a speck was sighted on the horizon.

"A sail!—a sail!—a promised prize to hope!

Her nation—flag—how speaks the telescope."

To return to sober prose, a sail was reported by the look-out, and forthwith expedition was on tiptoe, and speculation rife, as to whether this was the long expected stranger. Of course, immediately in our mess bets were taken and odds laid on the event, though I cannot recall to mind whether any money subsequently changed hands. Young middies are often very forgetful when "settling day" comes, and perhaps any necessity for the circulation of the "golden medium" was obviated by the fact that some old score, that had been suffered to remain in abeyance, was brought to the recollection of the winner when that gentleman with radiant face demanded his money.

The "Laswarree" had shortly before gone about, and was standing in towards the land on the port tack. The strange craft evidently brought the wind up with her, for she came along at a swiftness of rate with studding sails set on both sides. It was well we had adopted the plan of disguising the old sloop, for one and all agreed that she could have done nothing in the matter of sailing with the stranger.

The vessel in question, doubtless, at first did not like our look, for she quickly took in her studding sails and "hailed her wind" a little. We stood on as before, and she, seeing that we had no intention to chase, became reassured and resumed her old course, setting studding sails as before. Now she was nearing us rapidly. It was an exciting time, for the utmost caution was necessary or our intended prize would slip through our hands after all. All hands were directed to keep under cover; only a few men—rigged out in the slipshod dress of merchant seamen—were suffered to saunter about the fore-castle, or slowly make their way aloft, while the Captain laying aside his uniform, walked up and down the poop in shirt sleeves and with an old straw hat, a thing never before known in the annals of the "Laswarree," and which excited the old boatswain to such an extent that he (Mr. Pepper,) still incredulous as to the strange sail being a slaver at all, gave vent to his outraged sense of discipline in a series of snorts and grunts that alarmed the surgeon, who positively thought the old fellow had suddenly lost his reason, and cautiously followed him when

the incensed warrant officer plunged below to recover his ruffled feelings in the privacy of his berth.

However, all doubt even in the mind of this sceptic was speedily set at rest. Captain Torbay, still pacing the poop, gave an order that one of the bow guns was to be loaded with blank cartridge, and two others on the port side with round shot. This was done quietly and quickly; the guns were cast loose but not run out, as opening any of the ports until the Slaver was fairly under our fire might cause the failure of the scheme. Nearer and nearer came the barque, a long low-looking craft which bore the impress of slave-ship on every timber and in every spar as unmistakeably as if the words were written in large characters on her sails, as legibly as the name of the Union is written on the canvas suits of workhouse runaways.

Some few Arab seamen were observed peering over the weather rail at us, and her commander, who was lounging in an easy chair, pipe in hand, every now and then raised his eye-glass and glanced at us as if he did not feel altogether easy in his mind, yet as nothing in our appearance induced him to alter his course, he resolutely though half-unwillingly stood on, as it turned out, to his destruction. It was a pretty sight to watch the rakish looking craft as she swept on her way, and our hearts beat high while the devoted barque flying over the pleasant summer sea hurried on like a bird into the net of the fowler. Now she was close to us and the time for action had arrived. In a few minutes she would have crossed our bows, and then our chance would be lost.

Suddenly Captain Torbay excitedly threw down his glass, and turning to the crew of the bow-guns, roared out "run out." Then, looking round for Mr. Pepper, added, "trim sails."

Mr. Pepper was not to be found, but hearing his name called he quickly came on deck, though his whistle was not required, for all hands were at their posts in a trice. The guns were run out, and the next instant a "bang," and a whiff of smoke, told that a blank cartridge had been fired at the barque. She was only some 150 yards off, yet her master had the temerity to attempt to escape. He jammed his helm "hard down," bringing her up all standing and throwing the studding-sails flat aback so suddenly that the booms cracked and carried away right and left. It was too late; a round shot from one of the 32-pounders of the sloop crashing through his top-hamper, warned him that he would be sunk if he strove after the impossible, and so he let his ship fall off the wind again and quietly surrendered. A boat was quickly lowered, while the guns still bore upon her, and in ten minutes from the time the first cartridge was fired the slaver was ours.

A fine prize she proved, for on opening her hatches, and turning the miserable wretches on deck from the hold, we counted 383 men, women, and children, all in the most wretched plight. As to the slave skipper, he had not got over his amazement when the

second-lieutenant, who boarded, gained the deck, and that officer said he looked like a man just waked out of his sleep, and appeared as if he could not credit his senses. There was a large crew of Arab seamen on board, and an ill-looking set of miscreants they looked to the eye. They scowled at the boat's-crew, and seemed as though half inclined to resist their setting foot on the slaver's deck. A prize-crew of thirty men, besides officers, was put into the barque, which was called the *San Ildefonso*.

We subsequently learnt from the captain, that he had been running cargoes in this same barque for seven years, and that he had been chased numberless times, but always managed to elude his pursuers, thanks to her fleetness, "and you would never have caught her had you not adopted this ruse," he added, sulkily. There could be no doubt of this, for the slaver, which carried a great spread of canvass, was built on the lines of a clipper, and while convoying her for a few days down the Gulf of Oran, she carried a reef in her topsails and beat the "*Laswarree*," while the latter had her top-gallant sails set above whole topsails.

We parted company on entering the Indian Ocean, the sloop repairing to Aden, as she was on the Red Sea Station, and the prize, in which I had been placed with three other officers, proceeding to Bombay, for adjudication in the Admiralty Court there.

During the passage we had several opportunities of hearing slave-trade narratives from the late commander of the *San Ildefonso*, who was inclined to be communicative. He was a Spaniard, and had been all his life, from his boyhood, engaged in this nefarious traffic, and had commanded slave ships in different parts of the world. Gonzalez, as we will call him—for I forget his name—freely conversed on the events of his past life, and it was positively astonishing to hear how calmly he spoke of the horrible sufferings endured on various occasions by the poor wretches in whom he dealt. When we appeared horrified at the disclosures he made, and expressed our disgust at his cruelty, Gonzalez would reply, that he never looked upon these degraded Africans as fellow-creatures, or as capable of experiencing mental or physical pain, as we Europeans do; had he thought so, he added with an earnestness that seemed to betoken sincerity, he would never have inflicted such sufferings on them. Yet with all this hardness of heart there was much of good in the man's moral organization; he had a noble disposition, great courage, and a lofty fortitude under misfortune, and was gifted with mental attainments of high order. I have heard him recite long passages from the Spanish poets, and he could speak many European languages with great fluency. In his relations with his crew, who though a savage lawless set, feared him much, and obeyed him implicitly, he reminded me greatly of Byron's description of the Corsair:—

"With these he mingles not but to command;
Few are his words, but keen his eye and hand."

Ne'er seasons he with mirth their jovial mess,
But they forgive his silence for success.
Prompt his accents and his actions still,
And all obey, and few enquire his will;
To such brief answer and contemptuous eye
Convey reproof, nor further deign reply."

A large number of deaths occurred during the passage, owing to a sort of low fever that had broken out among the masses of overcrowded Africans. Thirty-eight slaves died, and many more were "in articulo mortis," when we cast anchor in the magnificent harbour of Bombay; some of these slaves, now, when too late, freemen, died on their way to the temporary hospital at Colaba, established by the authorities to receive the sick Africans.

The officers and crew of the "Laswarree" had to wait nearly two years before they received the prize-money for the capture of the slaver, but, "better late than never" we all thought, as we toiled up the steps of the Presidency Paymaster-General's office to pocket the rupees earned rather cleverly, we flattered ourselves.

A FEW NOTES ON MULES, AND UPON TRANSPORT IN WILD COUNTRIES.

The following Notes have been chiefly extracted from a little work written by Mr. J. K. Lord (Naturalist to the late Boundary Commission in British Columbia,) and entitled "At Home in the Wilderness."

As results of the experience of a thoroughly practical man, we have been led to hope that in the present condensed form they may prove useful to many of our readers. We have quoted them *verbatim*, but have added to them a few observations from other trustworthy sources.

A knowledge of the general equipment of a mule-train, or of pack and saddle horses where mules cannot be procured, is a very indispensable requisite for every traveller in wild countries; and of this knowledge by no means the least important part, is that of "packing" on right principles.

"Packing," Mr. Lord tells us, "means putting anything and everything irrespective of size or shape, up to a weight of 300 lbs., on mule or horse-back, and so fastening it that it shall neither rock or sway from side to side, shift backwards up hill, or forwards down hill, or fall off if the animal stumbles or even rolls down a hill side. The same remarks will apply whether the train consists of four mules or one hundred. Mules are preferable to horses for all purposes of transport, and so let us begin by supposing we are 'fitting out' for a trip, say to cross the Rocky Mountains."

* "At Home in the Wilderness;" by J. K. Lord; London, 1867.

First and foremost the mules must be selected, and on this point, notwithstanding the difference in size in the breeds of various countries, Mr. Lord's remarks will, we think, be found generally applicable.

"In selecting mules always choose geldings,* or 'machos' as they are termed in Western America, in preference to mares. The former are stronger, keep in better condition, and are far less liable to those aberrations of temper which lady mules are in the constant habit of displaying, much to the packer's annoyance and discomfiture."

"Be sure carefully to examine the back, the arch of the ribs, the under surface of the tail close to the rump, the hoofs and eyes. If you discover the evidence of previous sores on the back and sides, especially if the skin covering the spot or spots looks shiny or polished, have nothing to do with the mule; the greatest care will not prevent re-galling, and a sore-backed mule is worse than none at all, the poor animal travels in pain and misery all the day long, and gets no rest or chance of feeding when the day's work is done."

If it be asked why it is desirable to examine the tail, we are told " 'crupper cuts' are of common occurrence, and when once a mule's tail has been badly cut by the sawing motion of the crupper, it never properly heals, and although the wound may be skinned over so as to escape the eye of an inexperienced buyer, still no person accustomed to packing would purchase a mule if signs of 'crupper cut' were visible.

"If the hoofs are very much worn, and the sole and frog come flat on the ground, or if old cracks are to be seen about the coronets, or if a ridge or ridges of bone encircle the coronet, commonly called 'ring-bone,' have nothing to do with the mule, he will be sure to work lame the first rough ground you drive him over. Badly worn hoofs are composed of weak poor horn, and when the wear brings down the lower edge of the outer horn to its union with the horny sole, small fragments of gravel are apt to work in, causing incurable lameness. A good hoof should be black, very oval, and hard as flint."

The Boundary Commission mules were always shod. "One thing I am quite sure of," says Mr. Lord, "shod mules are capable of enduring greater fatigue, carry a heavier weight, and travel much faster than do those which are without the iron protection to the feet. A light shoe, turned up at the heels, steeled at the toes, and put on firmly with eight nails, is the kind of shoe I found to answer best for general purposes. Turning up the heels prevents slipping when going down steep trails, and saves the flat part of the shoe from a great deal of wear.

* It is not, we believe, generally known, although we can speak to the fact from personal experience, that in hot climates the male animals, despite the non-fertility of the breed, are, at certain seasons, even more troublesome than entire horses.

"A rigid and most careful scrutiny of the eyes is a primary consideration. To examine them, stand at the mule's side, shade the eye to be examined with your hand and look through it from corner to corner, then place yourself in front and peer into the interior of the eye, as you would into a well if seeking truth at the bottom of it. Should you discover any pearly-looking specks like white beads, reject him at once. Mules are extremely liable to 'cataract,' and a mule with defective vision is dangerous in the extreme, not only does he risk his own life by slying on narrow trails, and perhaps falling over a cliff or down a vertical wall of rocks nobody knows where; but by backing or halting, the mules behind are stopped suddenly, trails being seldom wide enough to allow one mule to pass another. The hinder mules, immediately there is a halt, as if actuated by a vicious determination to push one another over, crowd on those in front that have been obliged to stop in consequence of some semi-blind animal refusing to proceed from dread of some imaginary object produced by defective vision; and the result of all usually is, that several mules are killed, or dangerously hurt."

Mr. Lord remarks that in examining large bands of mules in California and elsewhere, he has often been astonished at the number of cases of 'cataract' they presented. He is inclined to attribute it to "inheritance," old and worn out mares with various infirmities being too often deemed good enough (as in the Cape) to breed mules from;* but he admits that in many cases it is the result of ill-treatment, or of ophthalmia produced by exposure to inclement weather.

He continues, "We complete the examination by taking a peep at the teeth; it is very seldom that pack mules will allow any liberties to be taken with them, and they always manifest a decided objection to showing their incisors. If you have a quiet horse to deal with nothing is easier than to place a finger behind the tusk or 'tush,' or in the space between the grinding and cutting teeth, if it be a mare, then to raise the lips with the left hand, and by the wearing down of the marks find the age; but with ill-disposed mules the case is different, you might as reasonably expect to pull your finger from the snap of a steel trap unscathed, as from a mule's mouth unbitten. Tame old riding and team mules are often docile enough to allow any liberty to be taken with them; but never trust one that is used for packing only.

"The safer way to manage the rascal, so as to be enabled to look in his mouth, is first firmly to seize the near-side ear with the right hand, and with the left grasp the upper lip, nose and all; then lean the hip against the mule's shoulder, and bring his nose towards you. In this way you may generally obtain a peep at his incisor teeth.

"By keeping the hip jammed tightly to the animal's shoulder, you

* In the Cape, where small mules have of late years been bred to some extent they are often got out of mares reputed to be past horsing.

avoid the risk of its striking you with its fore-feet, for these pack animals are as handy with their fore hoofs as a prize fighter with his fists.

"It is not of any material moment to know if a mule be three or five years old, so that you know he is not very aged. For 'packing' I prefer mules between five and seven years old to younger animals. There is yet another reason, besides that appertaining to age, which renders a scrutiny of the mouth indispensable. What are termed 'parrot-mouthed' mules (the upper incisor teeth overlapping instead of meeting the lower,) are very common, and experience has shewn that wherever grass is short, or the general herbage scanty, animals with this defect invariably lose condition.

In fine, a pack-mule should be short on the legs, strong, and rather arched on the back, thick in the shoulders, muscular about the loins. His hoofs should be small and black, his hocks straight and fine, without any tendency to curve in (cow-hocked). He should have bright full eyes, sharp teeth, a good long swishy tail,* and a sound skin."

Having spoken thus somewhat at length on the 'points' of the mule, we will quote a few of Mr. Lord's observations respecting his management.

The popular idea that the mule is hardy to a proverb, is, he says, a most erroneous one. "In cold regions the mortality among these animals is positively awful."

The following remarks apply equally well to all transport animals from the elephant downwards:—

"The great secret of wintering animals successfully in very cold districts is, I am convinced, to ensure their always having a dry bed to lie on, and shelter from anything falling from the heavens. Cold, however intense, (and I have wintered mules, horses, and cattle when the temperature has been 32 degs. below Zero,) never does them any harm so long as their bodies are dry, and they have plenty to eat. Wet, and currents of frosty air do all the mischief, not the intensity of the cold."

Mr. Lord gives a singular account of the misfortunes which thus befell a party of Californian traders on the very prairies, upon which, in the ensuing winter, the horses and mules of the Boundary Commission were encamped with signal success. The Californians had gone to Columbia, little dreaming of the rigour of the climate in winter, and unaware of the fact that the snow would rapidly cover up the grass far too deeply for the mules to dig it away with their feet. "No dry fodder had been provided to meet this contingency; so in the absence of all other kinds of foliage, the hungry mules began to devour the large patches of 'equisetum' or horse-tail rush,

* This, though a trivial, is really a most important point in countries much infested with flies, such as are, we believe, many parts of Abyssinia.

The irritation and want of rest caused by the attacks of insects on an animal not so provided, rapidly wears it to a skeleton.

which covered many acres under the trees by the rivers side, and around the swampy edges of the bush; being, in a great measure, covered by the trees, and growing nearly six feet high, it was, of course, easily come-at-able above the snow. The effect of the plant was astounding. As soon as the mules began to eat it, they were seized with a disease precisely resembling Asiatic cholera, the most violent purging came on, accompanied by cramp, rigours, utter prostration, and speedy death. More than five hundred mules died on these two prairies in less than a month. What the cause of the poisonous effect may have been I am puzzled to say. My impression at the time was, that the animals' stomachs and intestines being comparatively empty, and at the same time the general tolerance of the system being further weakened by the excessive cold and lack of requisite food sufficiently rich in carbon, the flinty covering of the rush acted mechanically as a mineral irritant on the mucous lining of the alimentary canal, producing dysentery of a most violent character."* This, however is, he says, simply a theory, and must be received *quantum valeat*.

Returning from this digression to the subject of mule-management, the next point requiring our attention is the choosing of a 'bell mule.'

A small band of mules may be hobbled or tethered when you are camping; with a large number this system is impossible. Experience has however shewn that mules will follow a mare or gelding, (the former being always preferred,) should it have a bell tied round its neck, and that when camping, it is sufficient to hobble the bell-mule, as the rest of the band will keep within hearing of the bell, feeding when she feeds, and taking their rest when she lies down.

"We must be very careful," says Mr. Lord, "in the selection of the lady to be honoured with the care of such an unruly family. In the first place, she must be gentle, and not very young, young mares are given to ramble, and very often get amorous fits. While this lasts, all discipline is at an end among the mules . . . A light grey colour is best, because she is more readily seen browsing amidst trees . . . Her back must be sound as well as her eyes; and she should have a good bushy tail. A short-tailed mule will, when troubled by the flies, wander about or keep fidgetting all night long; the bell will never be still, and the other mules will not rest."

Into the mysteries of 'driving in,' haltering, blindfolding, (an invariable practice,) saddling, 'synching up,' and roping the load, our space forbids us to enter. The reader will find them described as fully as words can convey correct ideas of such operations, (which is very imperfectly at best,) in Mr. Lord's pages. One or two matters however may be usefully transcribed here.

Before saddling, the dirt, dust, matted hair, &c. should be

* This rush is eaten by mules and horses in summer, mixed with other food, without ill effect.

carefully removed from the animals' backs and flanks with a curry comb. Mr. Lord lays great stress on this point, and we think rightly. It is almost always neglected in the case of baggage cattle; yet we believe that not only with mules, but with other hairy-coated animals as camels and oxen, it is, next to ill-fitting pack-saddles,* the most prolific cause of galls and bad backs.

The pace at which a train travels is important. If the mules in rear be hurried, they will lose condition, and when this occurs, whether from over-driving or over-loading, galls, and sore ribs ensue.

An experienced packmaster can easily tell, as his mules file past, if one is 'galling.' "When suffering pain," says our author, "a mule's lips have invariably a tremulous twitching motion, the ears are slanted backwards, and the teeth every now and then grind sharply together, producing a singular grating noise." "A mule telling you thus that something is wrong with him, should be stopped at once, and his load removed."

The vexed question of the merits and demerits of the different forms of pack-saddles, it is not our intention to discuss. Mr. Lord, who had much experience in the Crimea as well as subsequently in California and Columbia, pronounces in favour of the Mexican 'Aperejo,' which has been advocated lately by more than one writer in the daily papers.

"I assert," he says, "emphatically, and without fear of contradiction from any who are practically able to offer an opinion, that no pack-saddle having in its construction any element of woodwork is worth a straw."

Some of his remarks on the weights to be carried, as the results of a long practical acquaintance with the working of mules, appears to us to be also worthy of attention.

"We had an immense number of barrels to convey during the Boundary Commission Transport, containing ration beef and pork, and I would strongly advise any persons who may perchance be engaged in similar field-work, never to purchase ration meat unless packed in 100 lb. casks. Add to the 100 lb. of meat the weight of the brine and cask, and it will be found that two of these packages are quite as much as a mule ought to carry if you desire him to keep in good condition. We found from experience that two 150 lb. casks were too heavy (*i.e.* 150 lbs. exclusive of brine, &c.) for the mules, and it was more than most of our packers could do to lift one of them on to the 'aperejo,' and keep it there, while the sling rope (going over all,) was adjusted.

"Packing a single cask on the centre of a mule's back—a plan I have frequently seen adopted, when two casks have been found to

* Sir Robert Wilson has recorded, that out of 1,500 camels which accompanied the French army from Cairo to the Coast, after the capitulation of 1802, but 300 reached their destination.

Their hunches were, in many cases, a mass of putridity, from ill-fitting gear.

Sir Emerson Tennant remarks that baggage elephants in Ceylon are subject to frightful sores from a like cause.

be an overload—is a most reprehensible practice, and one I should advise any owner of mules never to permit. The mule must carry the load in pain, and the least slip may produce a cricked back, a mishap that renders a mule utterly useless for ever after.”*

Mr. Lord excuses himself from making any observations respecting the management of camels and elephants, on the grounds that “natives only understand the management and tempers of these half-reasoning capricious brutes, and every information which the most experienced camel or elephant traveller could impart would be useless to a white man!” This is, no doubt, in the main, correct, although we must take strong exception to the classification of the stupid, spiteful camel with the elephant. After perusing Mr. Lord’s accounts of the mysteries of ‘saddling up’ mules, and of their management in ‘passing obstacles,’ we are, however, inclined to ask whether it is possible to work a train of pack-mules satisfactorily in any country which can fairly be called ‘difficult,’ without a like knowledge on the part of the conductor and all his subordinates—a knowledge to be acquired, as in the case of the Natives above instanced, by long practice alone?

As Colonel Adye, C.B., R.A., has observed, in his Narrative of the short and sharp Sitana campaign: “The mere hasty collection of animals can never constitute an effective transport corps.”

Mr. Lord’s remarks on waggons and teaming, many perhaps be interesting to some of our readers who have had experience of such matters in South Africa and elsewhere.

“Waggons cannot possibly be too simple in their construction. They should be built of thoroughly seasoned wood, and this caution applies with most force to the wheels, because where the air is hot, and the atmosphere very dry, unseasoned wood cracks, shrinks, and rapidly splinters.†

“At Stockton and Red Bluffs, in California, the mule waggons are made in three or four divisions, so that a team of eight mules draws them easily over good level ground, but when hills have to be ascended, or wet ground got over, then the waggons are separated and taken along one at a time.

“A good team of six mules ought to drag 2,000 lb. weight in a light waggon over good prairie lands. Mules travel faster than oxen, and are better fitted to endure heat and want of water, but for a very long march where grass is not over-abundant, and no grain can be procured, then I think oxen are preferable. They are better too at a dead pull through mud and slush. Besides, oxen are cheaper, and you can eat them when they are otherwise done with.‡

* These observations certainly appear to call in question the suitability of Capt. Fry’s saddles for the carriage of guns.

† No better pattern could we think be devised than that of the ordinary Cape waggon, so strongly recommended by Mr. Galton in his ‘Art of Travel.’

‡ The muletrain established in the Cape Colony by Sir H. Smith during the

"The oxen are harnessed between shafts like dray-horses, one ox to each cart. The carts are nearly wholly of wood, and carry each from 800 to 1,000 lbs. weight. One man armed with a long ox-whip, who is called a 'bull driver,' takes charge of eight or ten of these carts."

These remarks upon ox-transport lead us to ask whether the forms of 'peripneumonia,' which become epidemic among horses and cattle (wild as well as domestic,) in South Africa, during the cool season, and which, in a limited tract, (between the 20 and 27 degs. of South Latitude,) appear to be endemic, have any existence in similar climates in the northern half of the continent?

We can find no information on the subject in works of travel; and the matter seems to have escaped the attention of the host of writers who have lately endeavoured to anticipate all possible difficulties which may await our troops in the dominions of King Theodore. The question is, nevertheless, of grave importance, affecting as it does both the means of transport and the commissariat supplies.

Mr. Lord devotes a chapter to the various insect plagues which beset the travellers in wild countries, especially the 'breeze flies,' (Order Diptera, genus *Tabanus*,) of whose ravages in North-West America he gives an alarming account.

To this family (and not like most naturalists to the *Cæstri* or 'Bots,') Mr. Lord is disposed to refer the Abyssinian 'Zimb,' the terrors of which, as depicted by Bruce, were so long disbelieved; and which a learned writer in the *Philosophical Transactions* has since asserted to have been the fourth plague which was to separate the land of Goshen from that of Egypt.

To the same family belongs the 'Tsetse,' first described by Dr. Livingstone, the extraordinary deadliness of whose bite to cattle is as remarkable as the very strikingly defined limits within which this power is exerted.*

Kaffir War of 1853, and since retained, consists of light waggons of Cape pattern, each drawn by eight small mules, in pole harness, with breast straps in place of collars. Each mule receives Bât-horse allowances of forage. At the outspan they are fastened to the pole or dissel-booms of the waggon, to which a long canvass feeding trough is fitted. Two drivers, one with the reins, and the other the whip, sit on the box of each waggon. The load averages 12 to 15 cwt., (that of an ox waggon, with a span of fourteen oxen, varies from twenty to thirty, with a heavy load). The pace is a shambling trot of about five miles an hour, as much too fast for Infantry, as the two or two and a-half miles per hour of the ox-waggons is too slow. The mules, however, will not pull fairly together at any other pace. In journeys of moderate length, the waggons will do twenty to thirty miles a day with ease. A field battery at King William's Town, (howitzers,) was thus drawn at one time, and manœuvred very well.

Mules are stated in Straith's 'Fortification and Artillery' to have been successfully tried many years since by some field batteries of the Bombay Artillery, but we have been unable to ascertain any further particulars on this point.

The Punjaub Local Regiments have each a permanent regimental mule-transport attached to them; it has, however, been questioned whether the weight carried by these corps might not be still further reduced, and their mobility consequently increased to a greater degree.

* The 'tsetse,' the 'mosca di oliphant' of the Portuguese, so termed from its

Mr. Lord vouchsafes us no information as to the treatment of cattle so attacked ; we do not know that it would be possible to give any. One remark respecting the leeches which infest certain waters, conveys a useful hint, and with it we bring our notes to a close.

"These blood-suckers fasten on the mouth of the animal while drinking, and if not discovered and removed, cause very serious and often dangerous results. It is by no means easy to pull them off, their bodies are slippery, and animals dislike to have their mouths meddled with, even if it is to do them a service. The best thing is to put a handful of salt upon the tongue, it rapidly dissolves over the mouth, and compels the leech to loose its hold and fall out."

THE STORY OF WAR-SHIPS, PAST AND PRESENT.

(Concluded)

IV. We now come to the great epoch of the introduction of steam-power into the navy—namely: from 1800 to 1850.

At that eventful epoch when Napoleon's "Grand Army of England" threatened these shores with invasion, at the time when all eyes in Europe were fixed on the Channel, and the orators in the French Tribunate were wishing only "for a fair wind and thirty-six hours" to waft their well trained, well appointed, and determined legions to attempt the greatest conquest ever conceived by military rancour and ambition, an unknown individual, Fulton, presented himself to the First Consul and said: "The sea which separates you from your enemy, gives him an immense advantage. Aided alternately by the winds and the tempests, he braves you in his inaccessible isle. This obstacle—his sole strength—I engage to overcome. In spite of all his fleets, I can, at any time, in a few hours, transport your armies into his territory, without fearing the tempests or needing the winds. Consider the means which I offer you." The plan and details accompanying Fulton's project were received by Napoleon, and by him remitted to a committee of the most learned men that France could produce, who reported that the scheme was visionary and impracticable. It consequently came to nothing. Such was the reception which Steam Navigation received at the hands of philosophers. Such was the treatment of the greatest discovery of modern times since the invention of printing, a discovery destined by its ultimate effects to produce a revolution in all the

supposed habit of depositing its eggs in the excrement of the wild elephant, is deadly to cattle, horses, and dogs, but innocuous to mules, asses, to young animals of all kinds while still suckling, and to the human race.

The breeze flies of America appear more omnivorous. They are a most painful plague to man, and Mr. Lord relates instances of dabled mules having been destroyed in two or three minutes by swarms of these insects. Bruce speaks of the terrible effects of the 'Zimb' on camels and elephants.

channels of commerce, to alter the art of naval war, to work out the overthrow of empires, in a word, to change and renew the face of the earth. The discovery seemed actually and precisely made for the age and the very time; and yet genius and philosophy rejected it at the very moment when it was most required, and when it seemed calculated to carry into effect the vast projects of the great military leader of the day, if he had chosen to avail himself of its formidable forces.

In giving prominence, however, to this remarkable page of history, we by no means believe that the invention could have served Napoleon's purpose in that early stage of its development. It would indeed have been of incalculable advantage if the substitution of steam-power for sails could have been effected in a day or two, in a week or two, or even in a month or two; but where was the machinery to be obtained, and where was Napoleon to find, at that epoch, especially in France, workshops adapted for its construction? Time is required for the development of the best things in this world. Besides, experience had not as yet furnished any *data* respecting the association of a steam-motor with a sea-going vessel. Moreover, the entire art of steam-engine construction had still to be invented; Watt's double engine was still wanting, and that was indispensable to the application of steam to the propulsion of ships; the wish was father to the thought, but the thought was long before its time.

Consequently, the navy of sailing ships, in possession of the fine types of Sané, went on improving without a thought of the time when the steam-engine of the river boats (which were subsequently introduced), was destined to dethrone them. The engineer Tupinier introduced many improvements. Hempen cables were superseded by iron cables, the fresh water provided for ships was preserved in iron tanks instead of old casks in which it formerly had to become nauseous and disgusting. The shape of ships was also modified. In the old types the width of the upper decks was considerably less than that of the line of flotation. This was progressively altered, so as to give more room for the movements of the sailors and the management of the sails. Another point attracted attention, which is the height that the port-holes of the lower battery have above the line of flotation; if too little it compromises the use of the guns of the lower tier, if the waves break at all upon the sides of the ship. Finally, the sterns of ships were completely altered. Formerly, they met the sides at an angle, somewhat like a roof. This form was defective in a military point of view, inasmuch as it interfered with the placing of the guns to defend the angles. Round poops replaced square poops.

Nobody can doubt that the fleet encountered and crushed by Nelson at Trafalgar was in every respect worthy of Spain and France, and that England, being saved by that event, from invasion, had also to rejoice in the acquisition of a goodly accession to her Navy;

but what strikes us as extremely incomprehensible is that the great name of Nelson is not prominent, nor heard at all, in the nomenclature of the Royal Navy of England, which he served and saved so gloriously. There has certainly been a ship, never in commission, we believe, with the name of Nelson, and this vessel, we find, is now sold or transferred to the Colony of Victoria, where perhaps her great name will add to her efficiency. Whilst the Admiralty ransacks heaven and earth and pagan mythology for names to be given to our ships, why is not that of Nelson given, we submit, to the finest specimen of modern naval architecture, as a tribute to England's greatest hero, and a stimulus to her defenders to imitate the Man who in the defence of the country, always did his duty?

The French exerted themselves to make up for the disaster of Trafalgar, and we find Napoleon, in 1810, writing as follows in his Correspondence, lately published:—"In August, 1812, I hope that I shall have 104 ships of the line. If this 104 ships shall be sustained by a fleet of transports in the Scheldt, and 42,000 men; by a fleet of transports in the Mediterranean with 40,000 men; by the Boulogne flotilla with 60,000; by the Sicilian flotilla with 20,000; by transports at Cherbourg with 12,000; in fine, by transports in Holland, aided by squadrons in the Texel and the Meuse, the English would be in a position very different from what they are in at this moment." The result, however, belied his hopes and expectations, and the position of England was not altered, the condition of the strife becoming totally otherwise, and ending with the achievement of another dutiful son of England at Waterloo.

Subsequently to these great events, the French fleet rose to an attitude of distinction. At Saint-Jean-d'Ulloa, the fleet of Admiral Baudin gave, to use the words of Wellington, "the first example of a place regularly fortified, being taken by a force entirely naval." In 1840, the squadron of evolution, under the orders of Admiral Laalande, in the Mediterranean, attained a perfection in manœuvring and a precision of fire which were unrivalled.

Meanwhile steam was assuming a new function, thanks to the adoption of the screw. The first ship of the French navy provided with the screw was the frigate *Pomone*, in the year 1845. It was a great success, a wonderful aid to the ship of war; but the entire bearing of the endowment was not immediately perceived. Steam, it was thought, might be a useful auxiliary to a ship, especially in a calm; but sails were still considered the only means adopted for general navigation and for battle. To this order of ideas was adopted what may be called the hybrid ship of war, a sailing ship furnished with a machine of small auxiliary power supplied by steam.

Towards the close of the period we are considering (1840) the different navies of the world stood as follows:—

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	Line.	Frigates.	Smaller.
England	120	130	307
France	54	65	213
Austria	3	8	61
Holland	18	26	50
Spain	15	18	40
Portugal	4	6	40
Sweden	13	15	60
Denmark	5	8	20
Russia	50	38	60
United States	18	16	40

V. The fifth period of our story may be dated from 1850 to the present time.

Steam-power had won its spurs. Every sea was agitated by its paddles or its screws. It had completely proved itself independent of wind and waves. What greater recommendation could be required for its adoption in war-ships? The honour of having produced the first war-ship, of great speed, with steam power as its motor, is due to a French engineer, M. Dupuy de Lôme, whose name must be connected with the last transformations of the world's navies. In 1850, M. Dupuy de Lôme launched the *Napoleon*, constructed on his plans. It was a complete revolution in naval architecture. In order to secure every advantage from the motive force, this eminent engineer modified the form of the ancient hull to the utmost extent. Formerly, the bows of ships, as before stated, were very much rounded, because it was thought necessary to give a ship a good breast in order to enable her to rise on the waves. The bow of the *Napoleon* is just the reverse; it is a wedge which divides the water instead of a massive bosom that resists. Nevertheless, the *Napoleon* mounts an artillery as powerful as any of the old two-deckers. Moreover, under sail alone, she is still equal in every respect to the best models afloat. The result of her admirable lines was that the *Napoleon* attained, in a calm, under steam, the hitherto unheard of speed in heavy war-ships, of thirteen knots an hour. But it is in bad weather that the *Napoleon* shows her superiority to the ancient hulls. On the 22nd October 1853, the French and English squadrons cruising in the Mediterranean, received orders to cross the Straits of the Dardanelles and invest Sebastopol. A vanguard of light and swift vessels led the advance, the squadrons following. The *Napoleon* towed the three-decker the *Ville de Paris*, Admiral Hamelin's flag-ship. Soon, however, the wind rose; the sea became furious. When they reached the Straits the squadrons were stopped by the wind and the current. Alone the *Napoleon*, towing the *Ville de Paris*, came up with the vanguard, quickly left it astern, and crossed the Straits. The English squadron had to wait nearly a week for better weather, to get up with Admiral Hamelin.

This incident produced a profound sensation in England, as well

it might, so decidedly demonstrating the advantage of steam in such a conjuncture. The result was the construction of the *Agamemnon*, in imitation of the *Napoleon*.

Steam-power did other service during the war. The French floating batteries, the *Devastation*, the *Lave*, the *Tonnaute*, succeeded in dismantling in a few hours the Fort of Kilburn, eight days before the arrival of the English floating batteries which were to support the French.

These floating batteries were not intended to navigate; divested of all the qualities of shape adapted for sea-worthiness and speed, they had to be towed into action; but they were shielded with thick plates of iron; and that contrivance was the beginning of the wonderful transformation in naval architecture with which the world is now occupied.

The Emperor of the French led the way; the programme submitted to him by a Commission in 1857 defined the elements of future fleets according to the new requirements, and M. Dupuy de Lôme's *Gloire* was the first model of iron clads.

England necessarily took the hint, and naval architects at home were found fully competent to apply the invention. They produced the *Warrior*, a ship as far superior to the *Gloire* as the *Gloire* was to the old-fashioned wooden liners. The *Warrior* and the *Black Prince* followed, and then the *Defence* and the *Resistance*, made smaller than the former, because it was found that there were no docks at the Royal Yards capable of receiving them.

The pressure for more ships, the sides of which could not be penetrated by shot, was so great that it was determined to plate and strengthen five of the wooden line-of-battle ships then in frame; and shortly afterwards three more iron ships were ordered to be built. But the question now arose, what description of iron-clads was the best—long ones, short ones, high ones, or low ones? The *Warrior* represented the first, the *Defence* was the type of the second, the *Minotaur* was a specimen of the third; might we not also have one of the last mentioned? Captain Coles was of opinion that we might, and he accordingly introduced his cupolas, which were afterwards exchanged for turrets. Thus we have the *Royal Sovereign*, and we shall soon have the *Captain*. By the time the latter is finished, she will probably be superseded by some better design—so rapid is the progress of improvement in the construction of ships for the Royal Navy.

There can be no doubt that it was the events of the late American conflict that gave this immense impetus and development to the construction of iron-clads. The achievement of the *Merrimac* against the wooden ships of the North, electrified all Europe, and especially roused the energies of England, provident of the future; and the *Monitor* of the North intensified the conviction of all men that whilst iron must be the material of future fleets, the best form of construction was still to be invented. Hence the construction of

those terrible pigmies, the most formidable of which is the Royal Sovereign turret-ship, scarcely presenting a mark the size of a target above the water.

The French iron-clad *Solferino* re-introduced the prow of the ancient galleys, and the doings of the famous *Merrimac* just alluded to, demonstrated its wonderful advantage in battle. A specimen of this class, which has been more adapted by the French and Americans than ourselves, has recently been purchased by France from its American builder. We allude to the ram *Dunderberg*, recently described in these pages.*

The French have another innovation—the floating battery *Taureau*, the type of guardships with turret and prow. Whilst other floating batteries are designed to fight only where they are posted, this new kind is adapted to navigate. It is strongly plated, flush with the water and furnished with two independent screws, which give immense rapidity to its evolutions.

Composite-built hulls for gun-boats is the latest adopted phase in naval architecture. Our Admiralty have seriously taken the subject in hand, by laying down the keels of some half-dozen boats of small tonnage and engine-power in the public dockyards, and in calling for tenders from private builders for ten boats of large tonnage and engine power for service in the suppression of piracy on the coasts and rivers of China. But the steps thus taken by our authorities at home have been, even at this early period, apparently forestalled by foreign Powers, inasmuch as while we have only just laid down the keels of a few of these vessels, and are considering tenders for others, a composite twin-screw gun vessel of small tonnage, of great speed, light draught of water, and formidable offensive powers, was recently launched for a foreign Government from the banks of the Thames, at Millwall.

Such was the rise and progress of iron-clads, and ten short years have sufficed to antiquate the model of the first constructions and of many that followed the Napoleon. According to some authorities the *Achilles* class is the best; others affirm that ships like the *Minotaur* are the most serviceable; others again declare in favour of the Royal Sovereign and her consorts. The battle between the supporters of the broadside and the turret principle is as strong as was that between the advocates for wood and iron.

Many schemes have been proposed for backing the iron plates of ships, such as cork, Indiarubber, wool, or a cellular construction of iron, to distribute the shock; but all nations have settled down to a wooden backing with an iron skin for ordinary ships, and a double skin, sometimes with horizontal stringers, for the strongest ships.

Mr. Chalmers asserts, and with some reason, that his method, consisting of horizontal plates joining the exterior plate and the skin, affords the greatest resistance to a shot. It is granted by his opponents that the plate is strengthened very greatly, but at the expense of the ship's skin, and the question is still unsettled.

* U. S. M. Sep. 1867, "Naval Reviews."

The armament of the English fleet, like that of the French, is in a transition state, but has been quite determined upon. All the large ships are to have a mixed armament. The *Monarch* and *Captain* will carry four 23-ton guns each of the former, having also three 12 ton, and the latter three 6½ ton guns.

The *Minotaur*, *Agincourt*, *Northumberland*, *Bellerophon*, *Hercules*, *Royal Alfred*, *Lord Warden*, *Prince Albert*, *Scorpion*, and *Royal Sovereign* will have for their most powerful ordnance the 12½ ton 9 inch gun, which are capable of piercing all ordinary ships afloat. Their lighter pieces and the armament of the remaining ships will embrace 9 ton and 6½ ton guns, together with 74 pounders and 40 pounders. The *Warrior* will carry the greatest number of all—namely, four 9 ton and twenty-eight 6½ ton guns. The *Bellerophon* will have ten 12½ ton, and five 6½ ton guns. The *Hercules*, eight 18 ton, two 12½ ton, and six 6½ ton guns, and except for special purposes, rarely occurring, her armament will be more valuable than that of the *Monarch* and *Captain*, above given.

It happens that we are not deficient in the pieces themselves, as far as the fleet is concerned, but we want a sufficiency of iron-carriages, or, indeed, of any carriages, to support the shock of firing from very heavy ordnance. The question of naval gun-carriages is involved in that of naval architecture generally, and we have not yet arrived at its solution,—the war of the carriages bids fair to equal in interest and acerbity the battle of the guns.

Steam launches to carry small guns are modern additions to our Navy, and will be of the greatest value in many operations. The last French idea on the subject is to put the motive power in one boat, and the de-destroying engine in another, which can be towed by its companion. Small steam vessels carrying guns may, perhaps, play a higher part in future wars than is contemplated at present. The necessity for testing experimental carriages at sea has led to considerable experience on this point, and Mr. Rendel, of Elswick, has already devised a small gun-boat, only 75 feet long, capable of carrying a 12½ ton 9-inch gun with ammunition. When not required for action, the piece is lowered below the water-line. So far the whole apparatus has been highly successful, and it is stated that sixteen such vessels can be made for £100,000.

The Messrs. Napier have constructed what are called *Berthon's collapsible troop-boats*. They close up like a forge bellows to one-fifth their width when stowed away, and it is said they can be carried out-board, and if required for use, they can be released, expanded, and lowered in the time usually required to lower ordinary boats.

Another innovation, recently tried in the gun-vessel *Waterwitch*, with satisfactory results, is the *hydraulic wheel* or water-propeller as a substitute for the screw, over which it seems to possess several advantages likely to promote its development and employment.

One thing cannot fail at the present time to strike an intelligent observer, which is that the nations are racing to obtain the best

ships, just as some time ago they were racing to produce the best rifled gun. We have now on the stocks the *Hercules*, the *Monarch*, and the *Captain*, which will be creditable to us; but there we seem to have stopped, at least for the present. After them nothing is ordered but small weak vessels. Unfortunately this is an aspect of affairs not to be trifled with; for just as one ironclad could destroy a whole fleet of wooden ships, so one invulnerable mailed ship might defeat and ruin a number of weaker ironclads. Nothing would be more absurd than to cry out that absolute safety must be given to our sailors, but surely the naval *prestige* of England demands that we should make it our rule to have something building in the dockyards equal to any vessel that might be brought against us.

At the present time, the Royal Navy of England consists of 325 ships in commission, amounting to 343,700 tons, and of these, 67 ships of the burden of about 117,000 tons were at Spithead on the occasion of the recent Review.

Including all classes built or in course of building, England has now 35 iron clads, of which at least 20 are sea-going ships, and may be classed as ships of the line. The French have 28 iron-clads of various rates. Many of these are less powerful ships than those of the same size belonging to the English fleet, and the workmanship in most of them is said to be inferior; but as it may be desirable to hear the French opinion on the subject, we subjoin that of a great authority, M. Emile Leclert, *Ingénieur des Constructions Navales, Professeur à l'Ecole Impériale d'application du Génie Maritime, &c.* :—

“The English and French iron-clads present a natural subject of comparison. This was made last year at the courteous visit of the English squadron to ours at Cherbourg, and in that returned to the former at Portsmouth. The ships of the two fleets show great differences; but what distinguishes the French school is that all its ships have superior speed, and especially, if studied in the point of view of securing the smallest dimensions compatible with a naval Power, the French ships are unequalled in the facility of evolution. The *Warrior* cost about £400,000, is some 345 feet in length, and steers badly. The *Gloire* only cost £180,000 is only about 232 feet in length, and that is so much the better for her evolutions. Now, as Admiral Bouët-Willauriez observed in the last session of the Senate, ‘the fate of a battle depends upon the rapidity of the evolutions.’ The recent battle of Lissa seems to have proved this once more.”

Of the inordinate cost of our iron-clads there is no doubt, even if we feel disposed to question the Frenchman's estimate of their capabilities. Passing over, however, these objections, there is still the great misgiving that whatever may be the ultimate thickness of the iron shield, there will be a gun to punch it! Artillery untiringly and incessantly struggles for the mastery. If against enlarged pro-

jectiles we have contrived thicker plates, there is a limit to this enlargement beyond which it is impossible to go, if we would preserve to the ship those qualities which are absolutely indispensable in battle—speed, mobility, the facility of evolution.

The liberty of Europe will one day hang in the balance, wherein the counterpoise will be the predominance of these material powers in hands reckless in destruction—at the call of insatiate ambition—the lust of empire—or led by “the finger of Providence” superintending the “rise, decline, and fall” of empires.

We must take stock of the situation. The application of steam-power assimilates actions at sea to those on land. Superiority in speed, in manœuvring, will neutralize the advantage of the thickest iron-plate. We shall require fast ships and the heaviest ordnance, with the utmost skill in handling both. It will be our own fault, indeed, if the enemy can “play at long bowls” with us, as did the Americans in the last war, namely, in the action between the Macedonian and the United States, when the American frigate avoided close action for a full hour after fire had commenced, incessantly pitching into the English ship disabling projectiles, to which the latter was unable to reply effectively.*

By means of steam and fast ships, it will always be in the power of the superior force to bring the opponents to close action, and to intercept retreat. Consequently, steam power promises greater and more uniform results to the daring tactics of a Howe and Nelson. In truth, the countrymen of Collingwood, who ventured unsupported into the midst of the combined fleet, need never fear this mechanical force, which augments the facility of getting into close action, and increases the rapidity with which the different ships of the squadron can be brought together at the decisive point, as observed by Alison, after recording the most eloquent sentence in his entire history:—“The land of coal and of iron has no reason to dread a contest carried on by the powers of fire. *The last gun, the last guinea, the last steam-engine will carry the day.*”

The might of England is still, and ever will be, in her FLEET.

RETIREMENT FROM NON-PURCHASE CORPS.

The Report of the Select Committee to inquire into the system of retirement from the three non-purchase corps of Royal Artillery, Royal Engineers, and Royal Marines, is not a very voluminous one, though the evidence on which it is founded occupied a long time in the hearing.

The present system of full-pay retirement from the Artillery and Engineers was established in 1854, in accordance with the recommendation of the Committee which sat in that year to enquire into the subject of Promotion in the Army, which, having

* Sir H. Douglas, “Naval Gunnery.”

satisfied itself that the regulations then in force had proved a failure, advised that the future provision for the annual retirement of a limited number of officers, from the rank of lieutenant-colonel downwards, should be fixed at a gross sum of £48,000. A warrant, issued on the 3rd of November of that year, carried this recommendation into effect; and of the sum thus granted £32,000 was apportioned to the Artillery, and £16,000 to the Engineers. This sum has been increased this year, but the increase is not a fixed one, nor is it considered that the total sum is in proportion to the increased number of artillery officers since the date when the fixed provision was made. Out of these sums of £32,000 and £16,000, the charges on account of retirements previous to the issue of the warrant referred to above are made, and whatever remains is applied to the payment of retiring annuities of £600 to major-generals or regimental colonels; £400 to regimental lieutenant-colonels, who receive the brevet rank of colonel; and to officers of lower rank, sums equal to their full pay. The condition of receiving these payments is thirty years' service. The gross sum available for this latter purpose is, of course, increased by deaths among the officers who are entitled to the first charge. The manner in which the money is expended is thus:—If the sum in hand, after the fixed payments, exceeds £600, this sum of £600 is paid as a retiring allowance to the senior major-general or regimental colonel at the head of the list (which is kept at the Horse Guards) of applicants for retiring allowances. If the sum is less than £600, but over £400, the senior brevet-colonel on the list is retired, and so on in every case; so that if a balance remained of £550, £400 would be applied as above, and the remaining £150 would be applied to the retirement of the senior officer on the list whose pay amounted to that sum. We give this last merely as an example of the manner of distributing the grant.

The present system of retirement from the Marines is regulated by an Order in Council which came into operation in 1858, which enacts that any officer, after thirty years' service, may retire on full pay, whatever his age may be. This, however, is optional as long as he is under sixty years of age; but when he is above that age, or is unfitted for duty by the state of his health, whatever his length of service, the Admiralty has the power of compelling him to retire. The annual grant which the Admiralty has at its disposal is £35,000, which exceeds the amount required by about £4,000.

In addition to the sums above-mentioned, there are arrangements by which, every year, six officers of Artillery and three of Engineers, who desire, from impaired health, or other reasons, to leave the service, may do so on permanent half pay; the qualification for retirement under these conditions being twenty-five years' service. The Army Reserve Fund occasionally buys out officers belonging to these corps at the rate of £4,500 for a lieutenant-

colonel's commission, and a captain's commission at £100 a year for every year's service.

The system appears simple enough, but its working, in the opinion of the late Commission, is neither satisfactory nor simple. They describe it as complicated, uncertain in its operation, based upon no clear principle, and inadequate for its purpose. They thought that any system of retirement from scientific corps ought to secure to the officer an adequate and fixed allowance when unfit for further active service, and enable the administration to discharge such officers from the service as it considered unfitted, from any cause, to continue in it; and the adoption of such a system, they thought, would cut away the ground for any well-founded complaint of the slowness of promotion. They did not consider that a system of retirement which depended on the accidental amount of the balance on a fixed fund, and the operation of which appeared to be to retire junior officers rather than their seniors was all that was required.

If, as is anticipated, the sum of money available for paying out the officers should, some years hence, be found insufficient for the purpose, there will be no difficulty in inducing the House of Commons to grant a larger sum, unless the constitution of the House should be greatly changed by the operation of the Reform Bill, which there is no reason to anticipate that it will be.

The opinion of the Commission is, that the right principles to govern an improved system of retirement are—A limit of age for compulsory retirement from active duties; a graduated rate of retired pay, which every officer should be entitled to claim after a given number of years' service, and an arrangement by means of which the retired pay of officers might be compounded by a sum of money down. The Commissioners do not propose that officers should be completely shelved when they reach the age of sixty, but that they should be merely put on one side so as to open the way to a movement of the younger officers, while they themselves should be eligible for promotion to higher grades, as vacancies might occur.

Of the minimum service after which an officer of the Artillery or Engineers should be entitled to retire, the commencing rate of retired pay, and in what manner it should be graduated, the Committee say—"The purchase system must so materially affect any regulations for retirement from the corps in which it prevails, that proposals for the ordnance corps could not, with fairness, be quoted as precedents for the other branches of the service." It thought that the right to retire should be fixed at twenty-two years, which is in accordance with the opinion of the Duke of Cambridge, but which does not include the time served by the officer as a cadet; the maximum and minimum of the scale of retired pay to be £600 and £250, and that this pension should be so graduated as to give no inducement to an officer after thirty

years' service, to remain in the army in the hope that he would get more by continuing in it. "At fifty, an officer should practically have to make his election between seeking the higher commands of the corps, or (if his qualifications or circumstances unfit him for them) retiring from the service." As regarded the composition to be paid in lieu of the pension, if the retiring officer wished it, there would be, in the opinion of the competent witnesses examined, no difficulty in fixing the amount; and the Commission thought that if it answered well in the ordnance corps, it might be extended throughout the army.

One plan proposed to accelerate promotion was the establishment of a system of bonus contributions, to enable the juniors to buy their seniors out, and the Commander-in-Chief was asked if such a system would be desirable in the ordnance corps. To this inquiry His Royal Highness very emphatically replied in the negative; he had, he said, never approved of the bonus system, especially because if a man does not choose to subscribe his share to the bonus, he is sure to be looked upon with the greatest disfavour by the whole corps of his brother officers. In his opinion of the bonus system, the Duke is opposed to General Lefroy, who thought that, constituted as the list now was, there was no possibility of bringing forward the younger officers of the regiment to the higher grades of the service before they were incapacitated by age, except by inducing a number of them to retire early. At present, there was no provision for early retirement, no officer could claim a retirement before he had reached twenty-five years' service, and then he could only get half pay, whereas, if he waited five years longer, he would get full pay, and therefore he would seldom go at twenty-five years' service; the consequence of which would be that the whole regimental list would grow old together if some means were not adopted to induce him to go out, and therefore he proposed that their juniors should be permitted to contribute to a fund for the payment of bonuses to them to effect this object, and that officers should be permitted to accept this bonus after fifteen years' service and go on half pay. He thought that an officer who went on half pay, might, in the case of the younger men, be disposed to commute his half pay for a fixed sum: and to the objection that officers who accepted this composition would be absolutely released from the service of the State, he replied that they would be in any case, because the ordnance corps, being seniority corps, he could not be brought back to the service without being placed at the bottom of the list, so that he would have two hundred above him; the only exception being in the case of sick officers who went on sick leave, and who, if they remained away two years would, if he went away twentieth on the list, would be put twentieth on the list when he came back.

Another argument in favour of the justice of allowing an officer to commute his pension, is when he is compelled to leave the

service on account of ill health. At present, an officer who goes on half pay on account of the state of his health, if he is incapacitated from returning to his duty after the lapse of a certain period, loses his half-pay, and may be called upon to surrender his commission. To obviate such a manifest hardship, the Duke of Cambridge was of opinion that when an officer was permanently afflicted, he ought to be placed on permanent half-pay.

Proposals to re-arrange the rates of pay, to diminish the number of subalterns by leaving vacancies in time of peace, and only filling them up in time of war, to reduce the captain's list, increasing that of the lieutenant-colonels', to increase the establishment of general officers, and to introduce the substantive rank of major, were advocated by different witnesses as tending to accelerate the flow of promotion and so to effect retirement. These questions, however, the Commissioners did not think came quite within the scope of their enquiry, and whatever the advantages that would be derived from the schemes proposed, they thought that the future system of retirement should be simple and self-acting, not complicated by connection with other arrangements, which should stand or fall by their own merits.

With respect to the age of admission to the academy, which is at the root of the question of retirement, inasmuch as it influences the age or length of service at which the right to retire should commence, the unanimous opinion of the witnesses was that it was too high. General Lefroy said that the mathematical attainments, as well as the knowledge of other matters, was considerably higher now than it was thirty years ago, but he did not think that it was necessary that a large proportion of the officers should possess such lofty attainments on entering the service, provided that officers were furnished with opportunities and encouragement to continue their studies afterwards, as is the case now at Woolwich. He thought that good officers entered the service thirty years ago, when the age limit of admission to the Academy was sixteen, and the majority of cadets entered at fourteen. That the advanced age, namely eighteen or nineteen years, at which cadets now entered, would, a few years hence, tell more against the public service than the advanced attainments would tell in favour of it. The age at which officers got their commissions now was twenty-one, or a little over, which was quite three years later than it ought to be. Sufficient inducements might be held out to officers to continue their mathematical studies after entering their regiments beyond the mere love of excellence which many possess, by providing a class of beneficial appointments in the manufacturing departments of the Royal Arsenal and elsewhere. The General did not think that a considerable amount of mathematical knowledge was requisite in the case of all the officers of the Artillery, but that some of them must be possessed of great excellence, but that these would always come forward in sufficient

numbers if sufficient encouragements were given. At present, the endeavour to educate all up to the same high standard led to the sacrifice of other things quite as valuable in a military body. With respect to another branch of the subject, in answer to a question as to whether the tone of the regiment had deteriorated since the introduction of the system of competition into the Artillery, he said that it had not in the slightest degree; that the examinations are so severe that a considerable degree of steadiness, and energy, and diligence, is necessary to enable a young man to get into the service at all. He thought it would be better to allow them to count their time at the Academy towards retirement. "The principle of open competition," he says, "does not require the range in point of age to be as wide as it is at present, viz., from sixteen to nineteen. If admission were restricted to the ages from sixteen to eighteen, and service after nineteen allowed to count, we should get younger officers, and they would be under no greater disadvantage in respect to the time of life at which they could hereafter claim retirement than if they had been actually commissioned at nineteen, nor would this lower the standard at all."

As this paper would extend to too great a length if we gave a summary of the evidence given by all the distinguished witnesses examined, we must confine ourselves to that of his Royal Highness the Commander-in-Chief. He did not think that the present state of retirement was satisfactory for two reasons: it was insufficient to keep up a flow of promotion so as to bring the younger men to the head of the list at the time when their services were most valuable and most wanted, and because there are officers whom it would be very desirable to retire, but who cannot be removed unless they choose; the consequence of which is that officers retire whom it would be desirable to keep, and others remain whom it would be desirable to remove from the efficient staff of the regiment; for these reasons he would prefer to the present system the substitution of a system by which the officer could be retired whether there was a balance or not. After an officer had reached the age of sixty he ought to be retired, but if length of service were to regulate the period of retirement it ought to be thirty-eight years, which would come to about the same thing. If officers were to have the option of retirement offered to them it should not be until they had served twenty years, but that the inducement to retire in the non-purchase corps should be better than in a purchase corps; in fixing this, the interests of the State would have to be considered, but unless the inducement to retire was sufficient it would be ineffectual; what the inducement should be he was not prepared to say, but he thought that the rate of retired pay should be rather improved at the centre than at the top, because the want of promotion was greater there than higher up. He wished the retired pay of a colonel at sixty kept at its present amount, £600, with a step in rank.

With respect to the suggestion that an officer compelled to retire should be put on a separate list, and while he remained on it be eligible for certain staff appointments, and that he should succeed in his turn to the major-general's establishment, and ultimately to the command of a battalion, His Royal Highness considered there was much to be said for, and much against it. A man having been placed on the list on account of his age or length of service, there was some awkwardness in bringing him back to full duty, because you put him in a position where it would become necessary for the authorities to select him for command, if an opportunity offered, and it would be difficult to object to him, on the ground that he had already been on the retired list. On the other hand, it would be hard to say to a man who had been compelled to retire, who would be quite fit for many positions which would enable him to continue his professional career, that he should be altogether debarred from availing himself of that chance: for that reason he did not think the calling of that list a retired list, was judicious. The course he would propose was, that there should be two lists, the one called a "separate list," the other a "retired list," and when the officer was retired, he should be asked if he would go on the retired or the separate list; if he elected to go on the former he would no longer be eligible for service, but if he elected to go on the latter, he might be brought back to full pay as major-general, with the prospect of having the command of a battalion. As, however, it would be a hard case to put a man on the separate list against his will, which would be admitting that he is still competent for active duty, he would add £100 a year to the £470, to which a colonel is now entitled on retirement, and to meet the objection of an officer to retire from the service altogether without a special inducement, he would give an officer, compelled to retire, £100 a year more than if he went on the separate list. His Royal Highness' opinion, however, on this point, would be modified by the adoption of the proposal that a full colonel should not be retired altogether from the corps, but that he should be placed on a separate list in the corps, and might still be employed on the staff; their position, therefore, would be exactly what that of general officers is now—for example: "Suppose," said the Duke, "that the command at Woolwich, or the inspector-generalship of the Artillery became vacant, and there was no general officer who had a great claim, or was qualified for such an appointment, if there was an officer on the separate list qualified, I should be wrong if I did not select an officer from that list, in preference to any other officer," but he would not give to colonels on the separate list those appointments at Gibraltar, Aldershot, Portsmouth, and other places, which had been hitherto considered purely regimental appointments, and the right to which had been always conceded to full colonels of Artillery. At the same time, the military authorities ought to have full power to

employ a retired officer, or not as they might think fit, because cases had occurred in which they had been obliged to employ officers on full pay, who ought not to have been so employed. He attached much importance to the possession of this power, because if inefficient officers were kept on full pay, the War Office naturally expects them to be employed, and if a vacant appointment occurred, and an officer not on full pay were elected for it, the Horse Guards were liable to be asked by the War Office why an officer on full pay, without employment, was not employed. The Queen had a right to dispense with the services of any officer, but there was sometimes a delicacy in exercising this power, and the service had suffered in consequence; but if an officer had a right to claim a retiring allowance after twenty years' service, he would have no objection to recommend Her Majesty to dispense with an officer's services if he was inefficient, as he might then claim the retiring allowance due to his length of service; whereas, at present, if the Queen ordered an officer's name to be removed from the Army List, it was a positive public disgrace, and was never resorted to, if it was possible to avoid it; and therefore he wished the military authorities to possess that intermediate power of which he had spoken after a certain number of years' service; and also that if the officer was engaged on any special service when he reached the period of retirement, he might still be retained in the performance of that service. He also thought it was a good suggestion that a retired officer should have the option of commuting his pay for a sum down; and though this would involve the loss of their services to the State, their own good feeling would induce them to volunteer for any special service in the event of our being involved in any great war. (We have already given His Royal Highness' opinion on the subject of bonuses and invalided officers.)

The age of admission of cadets to Woolwich, he thought, too high; fifteen to seventeen he thought would be the best age, but if that were adopted, the qualification must be reduced, because it would be impossible for them at that age to reach the present standard. These examinations, His Royal Highness considered, very severe, though a great outcry would be raised if the standard were reduced, he thought it would be a great advantage to the service if his opinion were acted upon. He did not mean to imply that the officers knew or could learn too much, but that they would be equally efficient for the duties they had to perform if they knew less. Another element in counting the length of service was the seconding of officers; he did not think any officer was seconded at present who ought not to be so, under any circumstances, on military grounds, therefore he saw no reason to alter the present regulation; if any change were made, it would only be for financial reasons; he considered that the system of seconding might be extended to wounded officers, but not to officers incapacitated by sickness, arising from any cause whatever. In

reply to the suggestion that it might be advisable to reduce the number of subalterns attached to the garrison brigades in the Artillery; the Duke said it was impossible to do that, and keep the Artillery efficient. He referred more particularly to garrison batteries. Out of 102 garrison batteries there were eighty-two subalterns employed and absent from their batteries. Officers of garrison batteries were always, as far as possible, taken; care was always taken to keep all the field batteries complete. In India there were many field batteries commanded by subalterns, which he thought very objectionable.

Officers in the Artillery and Engineers who had been retired by the sale of their commissions, had been paid the money from a Reserved Fund at the War Office, raised by the officers of the Army in general, but he did not consider it a proper system to use a fund of that kind as a means of accelerating the flow of promotion. He considered this Reserved Fund a very great advantage, and would be very sorry to see it done away with altogether, but he thought it ought not to be used in the Ordnance Corps, where there was no purchase, at the expense of the officers of the line, who all contributed to maintain this fund. His objection was based on a military point of view; financially he could not say whether it was objectionable or not, because it was really a question of buying up the half-pay, which he believed originated the system of giving money from the Reserved Fund to officers on half-pay. The question practically was, whether the State or the contributors had the interest in the Fund.

With respect to the expediency of the subdivision of the Artillery into separate regiments, with the view to avoid the difficulties which retard the flow of promotion in so large a corps, as alluded to by Colonel Ady, His Royal Highness said that there was more elasticity of promotion where small bodies had to be dealt with than in the case of large ones. The subject had been often under consideration, but the difficulty was, how to make it consistent with pure seniority, which had been the principle always adopted by the Ordnance Corps.

The recommendations of the Committee in detail are these:—

(a) That the present system of retirement on annuities of £600 or £400 a year, or on permanent half-pay after twenty-five years' service, and the practice of purchasing commissions by means of the Army Reserve Fund, be discontinued.

(b) That at the age of sixty, every colonel of Artillery or Engineers be placed on a reserved list, and while on that list, be considered ineligible for ordinary regimental duties, but eligible for staff or special employments, if selected by the military authorities. That an officer so removed should receive the pay of a major-general, and retain the right of succession to the major-general's establishment, and to the command of a battalion.

(c) That every colonel on removal to the reserved list, should

have the option of retiring from the army on £600 a year, with a step in honorary rank.

(d) That every officer, after completing twenty-two years' service, should have the absolute right to retire, with a step of honorary rank, and with an annuity according to the following scale, irrespective of pensions for wounds or distinguished service :

Number of years service.	Annuity. £	Probable age.	Probable value of annuity.
22	250 increasing by £25 annually to	42	£3270
25	325 "	45	4080
28	400 "	48	4780
30	450 increasing by £25 annually to	50	5050
35	525 "	55	5400
40	600 "	60	5510

(e) That provision be made by Parliament to enable an officer to compound (through the agency of the National Debt Office,) his annuity for its "present value," regard being had to his age and the state of his health, and the computation of value being made at 5 per cent. interest. (The fourth column in the above table shews the value of the proposed annuities on the assumption that the life is good, and that the officer obtained his commission at twenty years of age.)

(f) That no commutation of pension be allowed except on the retirement of the officer.

(g) That no officer be retired on half-pay except for wounds or ill-health, and that officers rendered unfit for service by ill-health, be allowed to continue on the half-pay list, whatever their length of service may have been, power being retained to bring them back to their former place in the corps, when pronounced fit for duty.

(h) That it should be in the discretion of the military authorities to employ or not any officer who shall have acquired the right to retire on a pension.

(i) That retirement from the Marines should be governed by similar regulations, the maximum annuity being £600, except in the case of an existing colonel commandant, whose annuity may be £700 a year.

It will be necessary in future arrangements with the government of India to provide for the due proportion of the cost of the retirements of Artillery and Engineer officers being defrayed from Indian revenues.

In conclusion, your Committee would direct attention to the evidence of Sir Alexander Spearman and Mr. Finlaison, as to the machinery and conditions requisite for properly commuting these annuities at the National Debt Office. Whether the purchase of an annuity, in the same manner as the sale of an annuity be ac-

accompanied by a reduction *pro tanto* of the National Debt, is a financial question upon which your Committee express no opinion. This would be effected if the instalments of the annuity received by the National Debt Office were invested in government stocks, to be cancelled when the annuity ceased.

THE SPANISH ARMADA AND THE PORTUGAL VOYAGE.

(Continued.)

As we have already said, the English fleet got to sea from Plymouth on the 18th of April, 1589, the professed intention being to make for St. Andero, and then to scour the Spanish coast for vessels remaining of the last year's Armada, and to destroy them, as well as any provision that might be making for a new attempt. Then Don Antonio was to be landed in Portugal, Lisbon sacked—by way of rallying the people of the country to his cause, we presume—and finally the Azores were to be “annexed,” as furnishing good cruising ground and a fine base for future operations against the “ships with dollars crammed,” which formed one of the great incitements for the expedition. “But,” says our good old chronicler, John Stowe, “contrary to this direction and determination, whether through division of the Generals or sinister instructions sent after their departure, or whether through impotency of their fiery-spirited soldiers, whose lives were loathsome to themselves until they were in action, for the simple truth could never be plainly understood,” the fleet made direct for the Groyne, which it reached after a passage of nine days. How they proceeded to destroy the shipping, capture the Lower Town, and march into the country in search of the enemy, who were gathering to drive them into the sea, but to whom they gave a decided overthrow, we shall now let the chief actors relate for themselves, merely adding a few details from Stowe to their letters as preserved in the Public Record Office. Whether they were in no particular hurry to report their doings, we cannot say, but the earliest letter that we meet with is dated on the 6th of May, when, so far as the Groyne was concerned, the expedition was nearly at an end. On that day “Vice-Admiral Captain” Fenner wrote as follows to Lord Burghley. It will be seen that he makes no mention of the non-attack on St. Andero, which favours the supposition that the change in the course of operations was in accordance with instructions from home. “Sinister instructions,” we may remark, probably only means “secret,” though the phrase may be thought to point at Secretary Walsingham, whose talent for intrigue was notorious, and who, as we shall see, had a spy, in the shape of “Our own Correspondent,” on board. How true it is that many of the so-

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called inventions of the present day, whether good or bad, are only matters re-discovered. "Nothing is so new," says the proverb, "as what has been forgotten."

"Right Honourable, We arrived at the Groyne the 24th day of April, landing the same day divers companies some two miles from the town, and proceeded in 'scarmishe' towards the base town and near their fortress. The next day landed continually, and by trench lay within musket shot.

"The place being of good strength and well considered of, scaling ladders were provided, and a hundred boats and pinnaces brought in a readiness, and about midnight boarded, (*i.e.*, went on board the boats) with a determination to land in the base town, a 'front'* passing between the ships and the fortress of the enemy. Two warning pieces were shot off which we had planted on the shore to beat the enemy's ships, which was a token that our land companies should approach the scalado; at which instant our boats and pinnaces landed, shooting our artillery, and making cries, whereupon the enemy forsook their charge, and could not recover the high town, but abandoned themselves into the rocks.

"In regard of foul weather and unfit winds, we were driven to make a battery to keep the enemy occupied in the high town, a place of great strength, environed two parts and a half of four with the sea. A breach was made, assault given, many men being upon the breach with great desire, the earth and stones gave way under their feet, and withal fell a piece of wall, which greatly encumbered us, which moved some loss of quality of both sides.

"We found in the harbour two galleys, which fled for fear, the St. John, a galleon of Portugal, which was vice-admiral in the Army into England, a ship of great force, with fifty-two pieces of brass planted in her. Upon the taking of the base town they committed her to fire; notwithstanding, we saved the most of the ordnance. A Biscay ship of a thousand tons, some brass, some iron. A hulk of six hundred tons, some brass, some iron. One other, a great ship upon the careen. One other vessel laden with pikes, pike-heads, muskets and calivers; with divers other small vessels and boats.

"Divers pieces of brass mounted in the base town, and many dismounted. So as we have wasted from the enemy in this place about 140 pieces of artillery.

"We found in the town and near the town above 2,000 quarters of corn, meal, beef, certain sorts of fish, of the King's provisions, great store of casks and store of wine, cables, ropes, lead, hemp, anchors, all which things, as most happily taken from the enemy, considering this place appointed for the rendezvous of the shipping to meet together the end of this month.

"The country wasted some seven or eight miles about, some

* So in the original. The meaning probably is, that the boats formed a line or "front," on approaching the shore.

two thousands of the enemy many times in several companies, but would not abide.

"There is in the town nine companies of old soldiers, which were in the Army for England; their companies is but small, as forty, fifty or three score.

"My trust is in God that the waste of the shipping and the King's provision in this place hath greatly altered their purpose, hoping withal that the like shall befall them in other places, which God grant to the beating down of their practices against that little Isle.

"Victual and powder cannot but be greatly welcome unto us.

"I beseech your Honour that my gracious Mistress hereby may have knowledge of the great love and concord between our Generals, nothing doubting the continuance of the same.

"The Marquis of Seralvo is in the town, with one bastard son of the Marquis Sainte Cruce, named Don Diego de Bassan. Thus committing your Honour to the Almighty, I humbly take my leave.

"From the Groyne, this 6th day of May, 1859.

"This present day it was known that an army of the enemy, of 8,500, were within four miles, whereupon the Lord General, with seven regiments, marched forth and found the enemy in great strength encamped at a bridge which leadeth up towards Bittanio, and strongly fortified. The Lord General, with his brother, and divers colonels, charged very fiercely and won the bridge and the enemy's strength, and put the enemy to flight with the slaughter of 400, and gave chase some three miles. Their good footing saved their lives. The enemy lost a thousand weapons and arms. Sir Edward Norris was hurt in the head, and relieved by Colonel Sydney. One man of account slain of our side; divers hurt. It was a very honourable attempt, which hath much amazed the enemy. Their lodging wasted and spoiled, divers horses and mules taken, and all the country eight miles about in a start and burned.

"Your Lordship's in all duty and love, during life,

"THOMAS FENNER."

We see from this letter that the attack on the High Town failed, but Stowe gives some details, which have sufficient interest to be here introduced.

"General Norris judiciously discerning the town to stand upon a rock, and therefore unminable, yet he found one place hopeful, where his pioneers in three days' labour, being the seventh day after the winning of the base town, bedded their powder, but not far enough into the wall, by which time the great artillery had made a breach in another part of the wall, having all men ready at an instant, some to enter the breach, others to make a fierce attempt upon that place which the powder should blow up. But contrary to expectation, the powder being fired, found a vent, and

brake out backward, by means whereof their present labours were all lost. The same night the miners began to work again, and within two days attained the foundation, against which time all things were in their former readiness. Then was fire given to the train, which blew up half the tower under which the powder was planted. The resolute assailants appointed for that place with speed and courage gave a fierce assault, and were entered the top of the new-made breach, but on a sudden the other half of the tower fell upon them, breaking their limbs and beating their weapons out of their hands, and overwhelmed many in the heap of stones; at which strange accident the soldiers all amazed forsook their leaders in their most distress. Amongst others that perished in the ruins of the mine was Captain Sydenham, who, having four or five great stones lying on his lower parts, could neither stir himself nor be rescued by any reasonable means; and being the next day seen alive, there perished twelve persons attempting to relieve him." Poor fellows! but an honourable contrast to the runaways of the preceding day.

Of course the Generals sent full particulars of all that they had done or attempted, but, for some reason or other, their dispatches are not now to be found. We have only some portions, in a clerk's hand, which Lord Burghley himself has headed "Extracted out of a letter from Sir John Norris and Sir F. Drake, 7th May, departing from the Groyne." This we quote for its spirited description of the battle at the bridge, on the 6th of May, of which Captain Fenner makes mention.

"Even as this letter was almost ended, certain companies of the Flemings being sent abroad on foraging, brought in a prisoner, who upon his life assured us that there were 15,000 soldiers assembled and encamped very strongly at Puente de Burgos, about five English miles from us, under the conduct and commandment of the Earls of Altamira and Andrada, whereupon on Tuesday, the 6th of this present, we marched towards them with 7,000 soldiers, leaving the rest for the guard and siege of the town, and encountering with them, they continued to fight the space of three-quarters of an hour, and then we forced them to retire to the foot of a bridge, whereon not above three could march in rank, and was about ten 'stoare' in length, from whence (although they were there defended by some fortifications, and had the benefit and succour of certain houses and other places adjoining) they were followed with our shot and pikes with such courage and fierceness, as after some few volleys on both sides they entered the bridge, where in the midst, with the push of the pike, they were forced to make retreat into their trenches by the further foot of the bridge, where they encamped, which also, being pursued, they forsook, and betook themselves to flight, abandoning their waggons, bag and baggage, and lost above 1,000 in skirmish and pursuit. Had we had either horse on land, or some companies of

Irish kernes to have pursued them, there had none of them escaped, which cannot be but a notable dishonour to the King, and, in our opinion, no small furtherance to the service intended.

"We lost not above two common soldiers and one of the corporals of the field. Sir Edward Norris, who led the vanguard, grievously hurt with a blow on the head, and Captain Fulford shot in the arm; Captain George shot into the left eye; Captain Hinder wounded in three places of the head; but no danger of life in any of them. Thus it hath pleased God to give Her Majesty the victory, which we have great hope to pursue elsewhere with like success, if we may be succoured with such necessities as are needful. If not, we can but do our endeavour, and leave the rest to the consideration of your Lordship, whom we humbly leave to the protection of the Almighty. From the Groyne, the 7th of May, 1589."

Stowe's account of the battle contains some particulars not noticed by the Generals. He says:

"General Norris by break of day marched towards the enemy very fair and easily, having commanded his men, upon pain of death, notwithstanding any cause whatsoever, either to discharge or break away without a signal given them; and being come to the top of the hill, they marched by three and three in a rank, which made a great show upon the side of the mountain, so as the Spaniards deemed their number to be far greater than they were.

"Near unto the Spaniards' camp was a river which had a ford and a bridge, where they lay strongly fortified. The General still marched on, as if he meant resolutely to pass the ford; whereupon the Spaniards drew some of their forces from the bridge to the ford, from whence came many large volleys of musket shot as thick as hail, and lighted upon the English army, who, obeying their General's command, stirred not nor discharged one piece. The nearer the English approached the ford, so much the more the Spaniards thundered out their shot; unto which every volley flying round about their ears, the General, turning his face towards the enemy, would bow his body and vail his bonnet, saying, 'I thank you, sir,' to the great admiration of all his camp, and of General Drake, who by this time was come to the hill-top to make supply and behold the service. But upon the sudden the General bent his course towards the bridge, and having given his soldiers a signal unto battle, made a fierce assault, being at first very sharply resisted, where Sir Edward Norris and others, being at push of pike and pell-mell, was stricken down and very dangerously wounded in the head with an arming sword, and was instantly rescued by the General. The Spaniards perceiving the resolution of the English, notwithstanding the competency of their own number, and provisions, as barricadoes and defences, against all assaults, betook themselves to

flight; after whom the vanguard of the English, being in number 4,000, made pursuit four miles three several ways, killing all they could overtake; and in their return they found many hid in vines and hedges, which they slew also. After that Captain Medkerke went three miles farther, and surprised a cloister, wherein he slew 200 persons. In the Spanish camp was store of victuals, munition, and good apparel.

"During this service the sailors went ashore, into an island next adjoining to their ships, burning and spoiling whatsoever they found."

But in spite of this victory, it was seen that it was now time to abandon the enterprise. The soldiers and sailors had found "store of wine" in every house, and "had drunk thereof until they were senseless and unserviceable;" to stop this the measure of staving the casks was resorted to. Next they caught the plague from some of the Spanish invalids of the Armada, who became their prisoners. Both food and powder began to run short, the supplies expected from England did not arrive, and it was absolutely necessary to shift their quarters. It had been intended to hold the Groyne as a rendezvous and magazine, but as they had not suitable artillery to reduce the High Town, this could not be done. Therefore on the 7th of May, the day after the battle, the Lower Town was burnt, and the fleet sailed on the 8th, apparently undetermined what to attempt next. On that day Sir Francis Drake wrote as follows to his friend, Mr. Secretary Wolley. Though brief, it well exhibits the character of the writer, his hatred of the King of Spain, his grim humour, and the pious phraseology which then prevailed among our mariners.

"I have neither matter nor leisure to write long. We saw Spain the 23rd of April. We landed at Groyne the 24th. We took the base town of Groyne the 25th, with four great ships, divers 'bar,' &c., and 150 pieces of ordnance. The 6th of May we gave the enemy a great overthrow, wherein were slain near a thousand Spaniards. We have done the King of Spain many pretty services here at this place, and yet I believe he will not thank us. I desire of God that the want of meat and powder be not repented. Five thousand pounds in victuals before our coming out of England to that we had, and two thousand pounds in powder, happily would a-yielded Her Majesty and country much quietness. The King of Spain sleepeth not, nor wanteth no will to do us hurt. God grant we may prevent him.

"Humbly taking my leave, I beseech God to bless us all, and give us grace to live in his fear.

"From the Groyne, this 8th May, 1589.

"Your Honour's faithfully,

"FRA. DRAKE."

Sir Francis Knollys, the Treasurer of the Household, whose fruitless search for the Earl of Essex has been already mentioned,

went in the expedition. He was sent home with dispatches, and reached the Court on the 15th May. Of course his tidings diffused great joy, and we learn that he was also obliged to give a *viva voce* account of all that he had seen. Thus the Earl of Sussex writes to Secretary Walsingham, "from the Court, this 16th of May, 1589, at dinner-time," a long letter imparting Mr. Treasurer's news, from which we need only quote a brief account of the fight at Puente de Burgos, which seems to have been a well-contested affair, quite as deserving of being chronicled as many better-known battles. After mentioning the receipt of intelligence of the gathering of the Spaniards under the Counts of Altamira and Andrada, the Earl goes on thus :

"Whereupon Sir John Norris and the rest calling a council concluded to go seek them, the place being but five little English miles from the Groyne, and so marched forward. And when they came within a mile of the bridge, the Spaniards issued out with seven or eight hundred shot, and so continued in skirmish with our men until they were put back to the bridge, where there was 'a hot skirmishes' for some time. Our men won the bridge and they recovered it again, so as it was won and lost three or four times. In the end our men (especially the gentlemen) took their pikes in their hands and passed the bridge three and three in a rank, for that it was so narrow they could pass no more, and so recovered the bridge-foot, where their camp lay intrenched, and after a conflict between them entered the camp, and put the Spaniards to flight, and so possessed and sacked their camp ; in which conflict there was above 1,500 Spaniards slain, and divers prisoners taken, whereof some were of great countenance and charge.

"Of our men there were very few slain. Sir Edward Norris hurt in the head with a sword ; two captains more hurt, and two slain, which were, as I take it, Cowper and Sidnam. Sir John Norris was upon the bridge himself in his doublet and hose with his pike at the fight, and it is said that Mr. Sidney did kill him that hurt Sir Edward Norris ; and so the army returned back again to the Groyne.

"They made an attempt to win the high town of the Groyne, and made a mine to one of the great towers of it, which took good success, and taking fire blew up one half of the tower, and our men being ready to enter, the other half fell and buried a thirty or forty of our men, whereof there was one or two captains, and so filled the breach, whereby the enterprise was disappointed."

In a postscript the Earl adds,

"My Lord of Essex is not heard of there, but is supposed to be put either for Portugal or Ireland."

Another correspondent of Walsingham writes to inform him how the Queen took the news of the doings of her Generals. She

was evidently greatly dissatisfied at the original plan having been departed from; but from Windebank, who was only a clerk of the signet, venturing to "argue the matter" with her, we may fairly infer that they had powerful friends at Court, who probably made him their mouth-piece.

"I told Her Majesty that among other Her Highness' good and true servants I rejoiced and gave God thanks for the beginning that God had sent of good success to her army at the Groyne, for which, honoured Sir, Her Majesty praised God, but added withal, that Sir John Norris and Sir Francis Drake had not performed that which they promised to have done before they went, which was, that they had left two places where they should have done greater service in taking and burning the ships, 'for,' said she, 'they had eight days' fair wind to have gone to those two places before they had gone to the Groyne.' Whereunto I answered, that I thought Her Majesty was misinformed, and that I durst take it upon my life that they would not omit in any manner to perform the best service for Her Majesty and her realm. She then replied, that they went to places more for profit than for service. I answered that the chief profit they sought was the general service and safety to her and the realm, and so I humbly besought her (as far as such a poor wretch as myself could do) to believe, or else to suspend her judgment, and that I did verily believe that for her own sake, who sought the advancement of God's cause, He would send good success, though we her unthankful subjects to God were not worthy thereof; with many further pretty speeches, whereby I do not plainly perceive how strangely she is informed, but I will not trouble your Honour further, most humbly taking my leave, this 17th of May, 1589.

"Your Honour's humbly at command,

"T. WINDEBANK."

The fleet left the Groyne, and cruised about in bad weather until the 13th May, when near the Burlings they were joined by the runaway Swiftsure, on board of which was the Earl of Essex and his brother Walter Devereux, Sir Philip Butler, Sir Edward Wingfield, and Sir Roger Williams, whose complicity in the escape of her favourite had caused the angry Queen so urgently to indicate that Drake and Norris possessed full power to hang him; but the hint fell on unwilling ears. This gallant company had been cruising up and down the coast, as far as Cadiz, in expectation that the landing in Portugal was the first thing to be attempted. The two Generals were found to be not on very good terms, but, by the mediation of Essex and Williams, a plan of operations was at last agreed on—one part of which was speedily carried into effect; the other part remained unattempted, and the ruin of the enterprise was the result.

On the 16th of May a landing was effected at Peniche, which was a service of considerable danger, the castle commanding the

ordinary landing-place, and the weather stormy. But the gallant Essex led the way on shore, though the water rose to his shoulders, and after a smart skirmish among the sandhills at his favourite "push of pike," drove off the flower of the Spanish garrison, who left the Governor of the castle to make what terms he could with the invaders. He, on learning that Don Antonio was with the fleet, yielded it up, and promised that the people of the country should join his cause, but very few did so.

On the 18th of May, Norris, Essex, Williams and the great body of the land forces commenced their march on Lisbon. The distance is but about fifty miles, and the road passes Torres Vedras, afterwards to be associated with the name of a still greater English commander. They made a leisurely march of six days, observing strict discipline, "and the common people of the country usually cried 'Vivo el Rey Don Antonio!' which was the greatest aid the English had of the Portugals." On the other hand the Spaniards did not venture out of Lisbon, so the army reached the suburbs of that city, and encamped there on the 24th of May. Essex and Williams, with a chosen body of 1,000 men, marched up to the very wall that night, and gave "a loud alarum," but neither friend nor foe issued forth. On the next day, Williams and Wingfield pushed into the suburbs with a small party, and scoured the streets until they came to the unassailable High Town. The rich inhabitants fired their houses and fled into the city, and "the old folk and beggars cried 'Vivo el Rey Don Antonio!'" but not a native took arms in his cause; indeed, according to the account that Sir Roger Williams gives of them, it would not have mattered if they had.

Meantime a terrible sickness broke out among the invaders, which some ascribed to poison, and others, more reasonably, to drinking stagnant water, and the heat of the climate. The Spanish garrison now made repeated sallies on them, but were invariably beaten back with loss, Essex in particular pursuing them to the walls of the high town. Norris and his men, however, had ventured thus far from their base at Peniche on the faith of two things, neither of which came to pass. Don Antonio had persuaded them that the Portuguese would rise *en masse* to join them, and Drake had promised to force his way with the fleet up to Lisbon. It was, perhaps, no great disappointment that the first did not occur, but it was a very serious matter when they found, just as they were beginning to run short of supplies, that Drake declined to come to their help. He had seized on Cascaes, a place at the mouth of the Tagus, and there he determined to remain, alleging that he had strict charge not to endanger the Queen's ships, and that he must do this if he attempted to pass Fort St. Julian. He also gave some other reasons as to possible danger to his squadron, which are so foreign to his usual daring conduct, that we cannot but believe that jealousy of Norris was at the bottom of it all. So

Norris understood it, but being unable to help himself, he withdrew with his baffled forces to Cascaes, where they took the small satisfaction of capturing the castle, which Drake had left unassailed; his enemies said, because no gain was to be got by it. The Lisbon garrison made a march towards Cascaes, as if determined to try a pitched battle, but decamped by night, when the English came to meet them. Essex, chafing for the fray, sent a trumpeter after them to Lisbon, with a challenge to try the justice of their cause "in single fight, or any six, eight or ten, if they had any of like quality." Norris also sent a like demand, and required satisfaction for their "scandalous and false reports reflecting on him and his government, and stating that the English had fled disorderly from Lisbon." But the age of chivalry was past with the Dons, and they sent no answer to either of their challengers. Just at this time a fleet of Easterlings, laden with corn and ammunition had the bad luck to appear off Cascaes; it was seized at once, and the prize was a valuable one. This piece of luck put the two Generals in better humour, and it was thought that the voyage to the Azores would yet be attempted, but Sir Roger Williams knew better, and he took advantage of the return of Walter Devereux, invalided, to communicate to Secretary Walsingham his views as to future operations.

"Most honourable,—Touching attempts, skirmishes, and such affairs, I refer the same to the report of this honourable gentleman, who, I assure your Honour, doth return much against his will, forced by the Earl, his brother, fearing a dangerous disease hath begun to take him.

"The heat of the weather is such as our natives are not able to endure it, wherefore I fear me it will disease us in a short time, unless the Almighty prevent it; already we are not 4,000 fighting men.

"We are ready to embark—I fear me to sail with the commodity of the winds, either towards Cales [Cadiz], so to Barbary, there to victual, and so retrench (*i.e.*, spare for future use) our army to do their exploits, as our number and Generals will permit. If not, we must return home, and spoil the sea-coast, as occasion presents best.

"We are greatly deceived in England to think the Spanish King unable to furnish an army with victuals, munition, and all necessaries. Touching the Groyne, St. Andero and those quarters, I refer myself unto others. I assure your Honour we found in the suburbs of Lisbon biscuit with corn enough to furnish 40,000 one year. We have anchored here but nine days, in the which time our navy hath taken eighty sail of Easterlings laden with corn and other necessaries to furnish an army, beside a number of others escaped and passed by to other islands.

"We find by all intelligences, and by our own experience, that they were resolved to attempt England again the latter end of this

summer had we not disappointed this intent by burning and spoiling their provisions.

"If it will please Her Majesty to arm 12,000 footmen, half English, the rest strangers, 1,000 lances, 500 harquebusiers, they will be sufficient to march through Spain and Portugal, and where we say they shall find no victuals we are deceived. This do I speak by good experience, for I assure your Honour, that with 5,000 footmen and not fifty horse we gave the law here, and do it with our weak forces, having not 200 Portugals to friends, and they the greatest cowards that ever I saw. True it is that the Portuguese say that if we can dislodge the Castilians from Lisbon, they will accept the King, Don Antonio, but as they be, I dare assure your Honour, they do us far more hurt than good.

"What will be done in this country it must be in January, February, March and April; to say the truth, we might have taken example by our famous Duke of Lancaster's proceeding in his Spanish journey with King Peter.*

"I will prove that our voyage already hath done England more honour, service and safety than all the expenses Her Majesty hath bestowed on the Netherlands action, and will prove, if it will please her royal person and estate to furnish another army as I have said, Her Highness shall give the law for such conditions of peace as shall please you. If not, her sacred person, estate, and all we shall repent it, if we leave it thus.

"Leaving to trouble your Honour further, I rest ever praying to God heartily to preserve your Honour in health. From our Camp at 'Caskale,' the 1st of June, 1589.

"I humbly beseech your Honour to cause one of yours to show this letter to my Lord Chancellor and my Lord Treasurer."

(To be continued.)

THRIFTY SOLDIERS.

BY AN EX-NON-COMMISSIONED OFFICER.

Many when they read the lists of sums published in the *Gazette*, owing to the relatives of deceased soldiers, are doubtless surprised that men in the Army are so wealthy. And when it is remembered that these published lists represent only the unclaimed portion, their astonishment will increase should they reflect on the large amounts which frugal men in the service have saved and are now saving. Civilians are apt to shrug up their shoulders at the mere idea of a man being able to save money

* In 1367 Edward the Black Prince led an army into Spain to support Peter the Great, and in 1386 the Duke of Lancaster, who had married Peter's daughter, led another thither, to endeavour to obtain the crown, which she claimed in her right. In both cases, the English forces suffered terribly from the heat of the climate. It is curious to see a reference made to this, more than two centuries after, though Sir Roger does not cite history quite correctly.

out of thirteen or fifteen pence a day; but if they only reflect on the small amount that the private has to pay for bed, board, and washing in a week, their wonder will be less. The working man with a pound a week has to pay twelve shillings out of it for board and lodging. His clothes on an average cost him five shillings more, and if he is a reading man—as most are now-a-days, fortunately—his newspaper and subscription to his library will take sixpence. But this is not all: being liable to sickness, he has to join a society, to which he has to give eightpence to a shilling a week, and should any other trade, or his own, in any part of the three kingdoms, be on strike, he is called upon to subscribe very liberally.* But I will confine myself to board and lodging, apparel, books and the club, when I find that the operative, after working from six a.m. to six p.m., has only from 1s. 6d. to 1s. 10d. weekly to spend in luxuries. Now, at the old rate, a private in the infantry had 7s. 7d. a week, out of which he had to pay 8d. daily for board and washing; while being allowed boots and clothes, and the privilege of purchasing his under-clothing at cost price—an expense which 1d. per diem throughout the year will cover—left him 4d. daily or 2s. 8d. weekly to spend in luxuries. If he had good conduct pay, it was so much more; and now that the pay is increased, we find that the soldier has 3s. 6d. a week wherewith to go out and enjoy his pipe and glass; while the privates of cavalry, artillery, &c., are just half as well off again, having over 5s. a week, which they may either spend or save.

When I hear uninitiated persons talking of the small pay of the soldier, I almost feel inclined to class them, so far as knowledge of the army is concerned, with the individual who, lying in the kennel on a rainy day, when a troop of dragoons passed him at a trot, was roused out of his stupor by the splashes of mud from their horses' feet falling upon him. Getting up on his elbow, he gazed vacantly after them, and at last calling out, "Poor devils, I pity you," lay down again.

To return, however, to the saving soldiers, it is to be regretted that the large sums due to their relatives should lie unclaimed for a day; for more than probably the eighty odd pounds, nay, the much smaller sums would in nearly every case prove very acceptable. But unfortunately, from causes which I need not here enter into, many a recruit enlists under a false name, and thus his relations lose all trace of him. And perhaps a mother or sister may read over these lists, never dreaming that the William Jones of the 6th Brigade, Royal Horse Artillery, whose next of kin is advertised for, is the long-lost son or brother, who ran away from home some twelve years before.

* During the late strike among the tailors in London, the tailors in Cheltenham had to subscribe three shillings each weekly for months, a seventh or eighth of what these operatives earned.

Unfortunately, there is no remedy for this; for if the recruit on joining the service chooses to say his name is White when it is Robinson, who is there to dispute it? And if even every man was compelled to put down in his small-book the name of some relative, those who did not wish to comply could easily put down a fictitious one.

As many poor people in country places never see a newspaper, would it not be a good plan to send a copy of each list when issued, to be put on the church door of the parish to which the deceased soldier on his enlistment said he belonged? This is done when men desert from the service, and is often attended with success, and as the expense of printing a hundred copies would be trifling, the plan might be worth the trial.

The soldier has so many temptations at home, that to save money would, perhaps, require an amount of resolution which not five men in a hundred possess. But if they are really desirous of doing so, they have only to request their officer to stop 5s. a month—2d. a day—from their subsistence money, and they would not only have no trouble with it, but, in fact, never miss it. And should he continue banking, adding his good conduct pay as he became entitled to it, to the original 2d., he would have, with interest, at the expiration of his 21 years' service, close on £140. If he felt inclined not to re-engage, he would have nearly £60 to commence the world with afresh, after 12 years' service.

As a class, soldiers are the most improvident of all; having always their lodgings, rations, &c., certain, they never think of husbanding their money; and I have often thought if weekly or monthly payments would not be preferable to daily ones. The experiment might be tried in this way: let the question be put to every man whether he would not prefer receiving his payments at wider intervals? Those who wished to be paid once a week to get it in that way, while the others could draw it as at present. Monthly or weekly payments, I am confident, would be beneficial in many cases, by engendering habits of economy and frugality.

But India is the place where soldiers can and should save money easily. In fact, the difficulty there would be for any moderately temperate man to spend all his pay: provisions of every description are so cheap, and clothing, underclothing, and shoes so low priced that when a man has been a few months in the country he discovers that he is a gentleman—can live like one, at least—although his pay is 1d. per diem less than it is at home.* There, I have known private soldiers save over sixteen pounds in a year; but this was in the cavalry, and as I know most of that branch of the service, I shall confine my remarks to it. Now, a dragoon's pay per annum was only £22 16s. 3d., and it seems scarcely credible that any man, however thrifty, could save about eight-

* The 1d. a day beer money is stopped, as it is not allowed abroad.

elevenths of so small an income. I will, however, endeavour to show how it was done, premising that the person who does so must be a teetotaler.

I must also state that the time I refer to, is prior to the Mutiny, when, I believe, nearly everything rose in price, and continued so for a long time; but as ten years have since elapsed, I should imagine that provisions, &c., have fallen to their former prices. Therefore, I shall speak of pay and everything else as it was from 1846 to 1854. The dragoon's daily pay being 1s. 3d., there was stopped from this in his monthly accounts one-third, or 5d. That paid for bread, meat, vegetables, tea, sugar, milk, &c. But as all these articles could be had so cheap, the soldier used to have about one-half of this stoppage returned to him at the end of the following month, on the credit side of his ledger, under the head of "back-ration-money." In addition to this—for I may as well name every portion of his income—he used to receive once a year (June), a sum of 9s. (bed-money), and on Christmas Day, New Year's Day, and the Queen's birthday, every soldier got 6d., which was termed "sweetmeat money." So the yearly pay of a dragoon abroad was £22 16s. 3d. + 10s. 6d. = £23 6s. 9d. If we deduct from this 3d. a day (the extra half-penny pays for washing and shaving), or £4 11s. 3d., and allow the soldiers 1½d. per diem to find him in necessaries, &c., we will find that he clears £23 6s. 9d. — (£4 11s. 3d. + £2 5s. 7½d.) = £16 9s. 10½d.

Every man who has soldiered in the Bombay Presidency, is aware that 2s. per mensem expended in necessaries will always keep up his kit,* leaving a residue of ¾d. daily. This is enough to purchase either butter or tobacco, both of which articles are very cheap—the latter, for instance, was 6d. per pound. Certainly, this would be cutting it very near, but I have known many do it, and so it will be perceived that I have not exaggerated in the least, when I stated a dragoon could save over £16 per annum, always providing that he does not drink spirits or malt liquors.

If a dragoon can save so much, it stands to reason that his infantry comrade could save £11 18s. 7½d. in the same period of time, and often more; for infantry occupy what is termed from their proximity to the frontier, "half-batta-stations," in which they draw an allowance of about 3s. a month. Those men in receipt of good-conduct pay can save in proportion, of course, as also non-commissioned officers.

It is, therefore, quite possible for a private soldier who practises strict economy, to save nearly £50 in three years; but I have known others to save considerably more; some as much as £80, and others even £100 in the same space of time. I imagine

* Shirts, trousers and jackets cost from 1s. 3d. to 1s. 6d. each. Highlows at the same price; while a pair of Wellington boots could be got for 2s. or 2s. 6d.

hearing the reader exclaim, "Why, that is far more than the private's pay!" Granted; but it was managed—how it was done I will attempt to show.

It is well known to all officers that while there is one class of men in the army who are always drinking, there is another class, quite as numerous, who get drunk by fits and starts. During their sober intervals they spend nothing, denying themselves the slightest luxury. No fruit nor butter is purchased, while they are "on the crib," as it is termed, and they scrape and hoard together every farthing, until something induces them to go to the canteen and have a dram. The occasion may, perhaps, be a feast-day, a birthday, or the visit of a friend from another corps; but the cause matters little, the effect is always the same. They commence drinking, and never stop until they have spent all they had, and all they could borrow from the "shroofs" money-lenders, or else have got into the guard-room and a court-martial. Now, the "shroof" class are not natives, as most would suppose, but soldiers, a particular, but small body, who are always "on the crib," and saving money. They are usually quite illiterate, but earnest in the acquisition of wealth. I heard one of this class—a broad Yorkshireman—declare in a burst of rapture to another "shroof," "Maun aw can smell a rowpee." These are the individuals, then, to whom the others fly when their hard scraped together rupees have been all spent. The "shroofs" kindly advance them money at the rate of 25 per cent. for a week or month, according to the amount, or as may be agreed upon; but they are very cautious never to advance too much, and they will only lend to the occasional drunkard; the regular drinker might apply to them in vain. When the others have spent all they had, and all they could borrow, they then "put in the peg," and going "on the crib" again, continue steady until their debts are paid, and they have saved some more money, to be spent in a similar manner when they break out, and get on the spree as before.

Now, as in a regiment there is always some men on the "loose," and consequently "hard up," the "shroofs" turn their money over and over in twelve months. That is one class who can save from £80 to £100 in three years.

It is to be regretted that these men cannot be stopped from their practices, as they undoubtedly are the cause of many continuing their debauch, when want of funds would otherwise prevent them. And these occasional breaks out on the spree amongst the other class might to a great extent be prevented by their squad-sergeants. I always found the best way to adopt with this class of men was to confine them for some trifling crime at the start, for which the punishment would be slight. And I always found them thankful to me for doing so, for when they got sober next morning, and missed the shilling or two spent, the peg was put in again sharp. Most of these men naturally wish to keep sober,

and would do so probably, only they have not power to resist the tempter, and this the regular drinkers are well aware of, frequently taunting them in their sober fits, with such like, as, "All right, old boy, crib away; but we will have you open as a goose one of these days, and then all will go." These periodical breakings out are hailed joyfully by the regular toppers of the troop or company, who gather round their victim while his money lasts as vultures do round carrion. It is, unfortunately, the class of irregular drunkards who fill up the statistical columns representing the prevalence of that crime in the army. The regular drunkard, who gets drunk daily at his own or anyone else's expense, generally escapes clear. He tipples slyly, or drinks when he is not liable to be called upon for any duty. If dropped upon unexpectedly, he goes sick. Yes, the regular drinker is very cunning, often slips through his term of service as an officer's servant, but in any capacity frequently gets good-conduct badges, leaves with a good-conduct medal at the expiration of his service, and has the word "exemplary" written opposite the word "character" at the bottom of his parchment certificate.

But I have diverged from my subject, the "Thrifty Soldiers." I now come to another class of saving men, I knew, who saved more than either of the others, doing so, however, by perfectly legitimate means, not by usury. They were invariably well-educated men, who would have disdained to take advantage of a poor comrade labouring under the influence of drink, or suffering from its effects. The question then comes how could they manage to save more than the others, and do so honestly? I will explain. When I went to India, in 1846, there was a difference between the value of a rupee there and at home. For an English sovereign you would receive between eleven and twelve rupees, while, to the soldier, a rupee was reckoned at two shillings when paid to him through his troop officer. If a soldier forwarded money home, through the paymaster, to his friends, they would receive two shillings and a halfpenny for every rupee the soldier had sent. If they, on the contrary, sent him money through any bank to its agents in India, the soldier would receive about eleven and a half rupees for every sovereign. This difference of exchange was termed *currency*, and varied from 3d. to 4d. in the rupee. Now, if we suppose that A, a soldier in Bombay, forwards to B, a civilian in London, 100 rupees, the latter would receive £10 4s. 2d. Then, if B returned that amount through the bank to A, A on presenting his letter of credit at Bombay, would receive 112½ rupees, or more, but I am only calculating the exchange at 3d. the rupee. Confining myself simply to transmitting and re-transmitting the original 100 rupees, and what accumulated thereto, I find, as that money could be sent to and fro five times in twelve months, that at the expiration of that period the original 100 rupees would have increased to 199½ rupees, having nearly doubled itself. We

have then only to imagine A adding some thirty rupees, which he had saved in the interval, to the amount every time he sent it to B, and any one will perceive that A's accumulated capital would be over £100 in three years' time, and at scarcely any expense for postage, as soldiers' letters go to and fro for a penny.

Having thus sketched several ways how soldiers abroad may save money, I will now give brief accounts of three men who did so. Charles McDonald, when he came to India, had seventeen years' service without any good conduct badges. He could not be considered a bad character, for he had never been tried by court-martial, but was reckoned an indifferent one, through having been in a deal of trouble, principally drunkenness. He seemed desirous of keeping up the same system abroad, for the first night he was in cantonments, he got confined for being drunk and riotous in the barrack room, and was awarded "seven days' *congé*" (cells) by the commanding officer for the offence. The punishment gave him time to reflect, and when it expired he returned to his duty a teetotaler. In less than a year he was made "lance-corporal," but promotion goes slowly in India, so it was not until nearly four years afterwards that he got the substantive rank. Good conduct pay kept pace with promotion, and a year after he was made full corporal he was in regimental orders for 3d. per diem good conduct pay. When he gave over drinking, he commenced banking his money, and although he denied himself nothing but the glass (he did not smoke) his banking account began to get of good-sized proportions. Latterly, he was enabled to save more, in consequence of increase of pay, he having altogether 1s. 10½d. a day, of which he saved three-fourths. When his twenty-four years was completed, he was sent home invalided, and remained at Maidstone depôt until promoted sergeant, when he was discharged, having nearly twenty-six years and nearly £200 in the savings' bank. He only got a pension, however, of 1s. 2½d. per diem, his good character only commencing in the latter part of his soldiering, a plain proof though that "it's better late than never." Having managed in his early years to escape a court-martial, he got the medal for "Long and Faithful Service," with a gratuity of ten pounds. He is now comfortably settled in the north of England, married, got a family, very happy, and still a teetotaler.

How James Hall came to enlist ever was, and, I suppose, ever will be, a mystery. When he joined, he described himself as a clerk, belonging to London, and that was all any one ever knew of his antecedents. His age he stated to be twenty, although he could easily have passed muster anywhere for twenty-five, good. But it was not his age that mystified his comrades, it was how to account for such a staid, sensible young man as he was ever having had occasion to enlist; this was what bothered them all. Most young soldiers are racketty—he was the reverse; most are fond of society—he rather shunned it; most are boisterous, jolly fellows—

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he was taciturn and studious ; in short, he was everything that others were not, and a clean, good soldier to boot, which last was more than could be said of every one.

It was remarked that even when a recruit, he had, each day as it were, chalked out into parts, a mental arrangement which nothing was allowed to interfere with but duty. At the first blast of the reveille he was out of bed, which he made up, as soon as he got his overalls and highlows on. Then, after lighting his pipe, he would proceed down to stables without waiting for the trumpet ; when he would have the bedding away, and his horse quartered down by the time the others came there.

It is a common saying among soldiers that " he who is late in the morning remains late all day." James Hall, if he never heard the saying, evidently understood it from intuition, for he was in time always for every parade, and clean. One peculiarity of his though, was, that from the day he joined in 1841, until he left the ranks, he never had a comrade. Now this was not because no one would have him for a comrade, but simply because he preferred cutting the loaf with himself, and being under obligations to no one. Perhaps he feared that a comrade might be prying into his private affairs, at any rate, it was labouring under a disadvantage not to have one, for in the days I speak of, when a man was on guard, he could get no meals brought to him, nor cloak nor clothes, unless his comrade waited upon him. But Hall was always better attended to—when on guard—than others, as he gave invariably threepence* to the man who took his things down to him when on duty. Another strange thing with him was, that he would never lend his pipe to anyone. That he kept strictly for his own use. This was not through parsimony, however, for if another man was short of tobacco, he would readily offer him some. In his habits he was very temperate, and saved money as a private soldier five-and-twenty years ago, when a dragoon had neither half the allowances, nor half the money to spend that he has at the present time. Not that he was ever a teetotaler, but he only had a glass of beer after a field day, or any great exertion, when he thought he required it. Whenever he went out of barracks, it was for a walk not for a carouse, as many others did. It may be easily surmised that before he was two years a soldier, he was promoted ; and I believe that during the many years he was a non-commissioned officer, he was never under arrest.

It would be useless—perhaps tedious, to describe his rise step by step, but I may remark that in every grade he was noted for his regularity, steady conduct and correct knowledge of the duties a soldier had to perform. Any one of so regular and inexpensive habits was bound to save money even at home, and when he got to India he could not avoid doing so. The consequence was, that when he was promoted to a commission some years since, he had

* An important sum in those days, especially to a man under stoppages.

about £400 in hand, and I have no doubt but that living as he does, still within his income, he has added considerably to the amount. One perfect part in his character was fixedness of purpose. Whatever he made up his mind to attempt, he would undoubtedly persevere in until he gained his object. I remember in India, when he was appointed provost-sergeant, and it being his duty strictly to prevent prisoners from smoking, that although a slave to the pipe himself, he at once relinquished the habit. This was in order, principally, that he might more ably do his duty, and detect the smokers. This reminds me of an event which happened at the period I mention, viz., when Hall was in charge of the provost. A prisoner of the name of Curtis was undergoing the sentence of a court-martial for insubordination, and although Sergeant Hall could not only detect the smell of tobacco whenever he opened this man's cell door, but actually see the wreaths of smoke from the pipe floating in mid-air, yet he could never find tobacco nor pipe hid in Curtis's clothing, or anywhere in the cell. He caused him to strip several times, and searched and searched again, but could find no trace of the weed. It was vexing, certainly, more especially to see the fellow grinning at him, as he concluded each fruitless search, but nothing could be discovered, and Curtis' days of punishment drew to a close. When he was released, Sergeant Hall said, "Now, Curtis, I acknowledge and know you have done me about the tobacco and pipe, but as you are now free from my charge, I will willingly give you two rupees, if you'll tell me how and where you hid them?" "Done!" was Curtis' reply; "hand over the money, Sergeant."

When that transaction was settled, Curtis calmly taking up the Bible which was in his cell, unclasped it, when, as in a box, there lay before Hall's astounded eyes, pipe, tobacco, *chuck* *nick* (cotton in a bamboo tube,) flint and steel, everything that a smoker required. The central portion of the leaves of the book had been cleverly cut out with a knife, forming a box, which held the contraband articles nicely.

Such a man as Hall was bound to get on in any profession or calling, and I must finish this short sketch as I commenced it, by wondering "whatever caused him to enlist?"

Thomas Drury, before joining the service, was a butcher, a trade which, I suppose, has supplied more good soldiers to the ranks of the British Cavalry than any other; not even excepting the tailors.* You have but to cast your eye down a troop roll of between sixty and seventy men, and the chances are, you will find no less than eight of them butchers. Butchers, as a class, seldom patronise the Infantry, their ambition being to have a horse to ride, and a couple of spurs to —, well, not to hold on with.

* I do not mean this as anything derogatory, for the two smartest hussars ever it was my fortune to meet with were tailors.

Drury had everything in his favour, but scholarship, and, as an Irishman might say—he had a little of that, which he took care to improve. He was smart, a good rider, and never in any trouble. Not but that he was of a convivial nature, for he liked to mix in company and hear a good song as well as sing one himself, neither was he averse to the theatre. He, however, could never be prevailed upon to go to excess in any way, being both temperate and steady. I do not believe that his name ever appeared in the defaulters' book, or that he was even ever found fault with. He was not a teetotaler, always having his glass of beer at dinner, and his glass of grog at night, but beyond that he never went.

He was what is termed in the service, a strict sergeant. The men under him knew perfectly well that there was only two ways with Sergeant Drury, either to do as he ordered them, or to go to the guard-room. He never bullied nor blustered, yet he was always obeyed. Now when a non-commissioned officer is strict, and at the same time fair, he is much more respected by those under his command, than if he was to be Jack or Bill with them one moment, and the next threatening to confine them. There are few quicker discerners of the character and disposition of their superiors than soldiers. If there is a flaw in either of these, in an officer or non-commissioned officer, it will be detected, seized upon, and fastened on the possessor, by the aid of a nickname, which is sure to adhere. As an instance, I will mention one officer who, from never being entrusted to lead a troop at field drill, was christened "Serrefile Jack." Another, from a certain Molly Coddlish way he had, was named "Old Sally." The same with sergeants, a stupid one gained the appellation of "Bowser" and "Box," who was a mixture of rogue and fool, got credit for the latter, as being more predominant than the other, so he was nicknamed "Shappy," (Silly).

Again, as a rule, those who were favourites with the men, either officers or sergeants had seldom a nickname, never a ridiculous one. The Christian name, in its most common form of usage, being adopted. So Sergeant Drury, among the men, was known as Tommy. While he was strict with others, they could perceive that he was strict with himself. When on guard, no one set a better example than he did, except at dinner, he never took off his gloves, nor attempted to lie down during the day. Each relief, going on and coming off, he paraded strictly. He was no shirker nor eye servant, and he was respected accordingly. Another thing, he would never allow any other non-commissioned officer to interfere with his squad, and when he had occasion to bring a man before an officer, he simply stated the facts of the case, leaving the officer to award punishment or not, as he felt inclined. So Tommy Drury was liked by the men because he did his duty strictly and conscientiously. Like Hall, he made his profession his study, and he accordingly excelled. As a squadron marker, he had few equals



in the regiment, having also an excellent knowledge of skirmishing and out-post duty. He was also well up in riding-school and squadron-drills; he, of course, got to be troop sergeant-major, and when his commission came, his former economical habits rendered him able at once to take his place as an officer. His subsequent career proves that he still practises frugality, for although his cornetcy cost him nothing, still he has purchased every step since, and is now well up the roster of captains in his regiment; he is still a young man, and probably ten years hence he will command the regiment; probably he will live to be a general,—perhaps a distinguished one.

THE WRECK REGISTER AND CHART FOR 1866.

We have for many years past been in the habit of making a few remarks on the Wreck Register, prepared by the Board of Trade, and presented to Parliament; and we have done so principally with the view of directing attention to the loss of life from shipwreck on our coasts, and to the means employed in rescuing shipwrecked sailors.

We find, on examining this carefully-compiled register, that the number of wrecks and casualties from all causes on the coasts of the United Kingdom, and in the surrounding seas reported in 1866, was 1,860. The number reported in 1864 was 1,390, and in 1865 it was 1,656. The annual average number of casualties during the five years ending 1866 was 1,611; and during the five years ending 1865, 1,538. The average number of shipwrecks on our coasts during the past ten years has been 1,466.

A recent statement by the Bishop of London shows that the population of the metropolis increases at the rate of 40,000 a year and that 10,000 houses have annually to be built to accommodate this increase. A similar progression is observable in our commercial and shipping interest. Seventy millions sterling often pass in one week through the bankers' clearing-house in London. Of course this enormous transfer of money representing commercial transactions necessarily indicates the countless number of ships from all parts of the world that frequent our numerous ports, in addition to the thousands of British vessels engaged in number of vessels entering inwards and clearing outwards from our Foreign and Home trade. Thus it is that the aggregate all our ports in 1866 was 403,598, the number in 1865 being 402,255. It is not surprising, therefore, that considering the enormous number of voyages thus performed, the number of shipwrecks every year on our coast is necessarily proportionately large; although, of course, their number will depend very much on the violence of the gales of the year.

Thus, in October 1859, there was the 'Royal Charter' gale and a loss of 343 ships. In January, February, and November, 1861, there were north-east and south-easterly gales, which added 460 to the number of that year's casualties. In January, October, and December, 1862, there were westerly gales, with upwards of 540 casualties; and in January, March, September, October, November, and December, 1863, there were westerly gales, with 930 casualties. In November, 1864, there were 264 casualties, with the wind chiefly in the south-south-east and south-west; but owing to the absence of any special gales of remarkable duration and violence in 1864, the total number of casualties in that year was 274 below the number in 1863. In 1865 the gales of January, February, and March, and October, November, and December, gave 766 casualties.

During the gales of 1866, that is, when the wind was blowing at force 9 and upwards, 855 disasters occurred. The gales of that year were usually from the the following quarters, viz.—January, from-east-north-east, south-west, and south-south-west; February, south-west, west-south-west, and south-south-west; March, south and south-south-west; October had no serious gales; November, west-south-west, south-west, north-west, and west; and December south-west, west-south-west, and south-south-west.

The number of ships lost or damaged in the 1860 casualties reported in 1866 is 2,289, representing a registered tonnage of upwards of 427,000 tons. The number of ships in 1866 is in excess of the number in 1865 by 6,277. The number of ships reported as lost or damaged is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. Of the 2,289 ships, 1,961 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 294 to have been foreign ships. Of the remaining 34 ships the country and employment are unknown. Of the British ships, 1,409 were employed in the British coasting-trade, and 549 were employed in the (over sea) foreign and home trades; and of the foreign ships 15 were employed in the British coasting-trade.

Of the total number of casualties reported in 1866, 422 were collisions, and 1,438 were casualties other than collisions. Of these 1,438 casualties other than collisions, 562 resulted in total losses, and 876 in partial damage more or less serious. The whole number of casualties other than collisions reported in 1865 was 1,302, which is far in excess of all other years, excepting 1863, when the number was 1,333; but in 1864 the number was 1,039, which was less than the number reported in any year since 1858.

The annual average for ten years, including 1866, is for total losses 463, and for partial losses 668; as against this the numbers for 1866 are, for total losses 562, and for partial losses 876.

Of the 562 total losses from causes other than collisions, we are unable to find in the Register the details of the precise cause of the same; but we observe that in 1865, 245 of the total losses happened when the wind was at force 9 (a strong gale) or upwards, and are chiefly included in the following returns as having been caused by stress of weather, 38 arose from defects in the ship, or in her equipment (and of the 38 no less than 30 appear to have foundered from unseaworthiness); 99 appear, from the reports made by the officers on the coasts, to have been caused by inattention, carelessness, or neglect, and the remainder from various other causes.

Of the 832 partial losses other than by collision, we can find no details of the causes of the same in the Register—but we notice that in 1865, 501 happened when the wind was at force 9 (a strong gale) or upwards, and are included as having been caused by stress of weather, 137 arose from carelessness, 48 from defects in the ship or her equipments, and the remainder from various causes.

Surely a large number of these casualties are preventible ones. It is true that within late years the standard of qualification for masters and mates of our merchant-vessels has been considerably raised. We think it might with advantage be more generally extended, as of these disasters a large proportion can be clearly traced to the ignorance as well as carelessness of man rather than to the elements over which he has no control. It should however be remembered that good seamen cannot save a bad craft; and we certainly think that something ought to be done with the wretched rotten colliers that crawl along the coast at the mercenary instance of men who care more for money than for human life. Many of these vessels are so decayed and unseaworthy that Shipping Insurance Associations will not even admit them on their books. There is no law in existence to prevent them putting to sea, and so they are navigated at such cost as the Wreck Chart which accompanies the Register too plainly indicates.

Again, let us remember that the total number of ships which according to the facts reported to the Board of Trade, appear to have foundered or to have been otherwise totally lost on the coasts of the British isles, from unseaworthiness alone, in ten years, is 423; and the number of casualties caused through unseaworthy ships, unsound gear, &c., and resulting in partial damage, in the same time, is 586.

In 1866 there were 116 casualties to fishing-smacks alone. Excluding these 116, the number of vessels employed in the regular carrying-trade that have suffered from wreck or casualty during the year is 2,173. On this number being subdivided we find that about half of it is represented by the unseaworthy, overladen or ill-found vessels of the collier class chiefly employed in the coasting trade.

Thus, then, amidst this dreadful havoc arising from rotten ships, and when the storm has shouted and raged in the bitter night, the wild despairing cry

“Of the strong swimmer in his agony”

has been borne on the fierce cold wind to straining ears in the life-boat, or at the rocket-station on the shore; many a cheek has been whitened, never to bloom again; many an eye has faded, never more to shine; and many a home has been made desolate for ever. Would it not be something, then, to save even one life with all its hopes, and to keep the home of one poor woman and her children unclouded by the pangs of desolation? There is plenty of room here for those who wish to do good, for its own sake, through the National Life-boat Institution.

We find that the number of wrecks amongst colliers, laden, and in ballast, was 855. In addition to colliers laden and in ballast, 141 vessels were laden with metallic ores, and 154 with stone. We all know, from long experience, that the colliers of the north-east coast have an established reputation as the rottenest and worstfound vessels that leave our ports. Year after year we learn that the casualties which might be expected have overtaken them; but still the mischief goes on, neither the provisions of the common law nor the special acts which relate to shipping being sufficient to control it. There is only one thing that will remedy the evil: if the men who navigate these wretched craft had received the education that brings intelligence and self-respect, and which, in some other countries, is the birthright of the poorest citizen, they would be less disposed to permit themselves to be sent to sea in what are no better than floating coffins.

In the eight years ending in 1866, casualties to comparatively new ships bear a very high proportion to the whole number of casualties. We find that 1,135 casualties happened to nearly new ships, and 1,981 to ships from 3 to 7 years of age. Then there are casualties to 2,506 ships from 7 to 14 years old, and to 4,185 from 15 to 30 years old. Then follow 1,528 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, viz., 283 between 50 and 60 years old, 127 from 60 to 70, 61 from 70 to 80, 19 from 80 to 90, 8 from 90 to 100, and 4, 101 years and upwards. The age of 3,298 is unknown. The state of rottenness and want of repair of some of the coasting-ships above 20 years old, often call for remark. Even at the age of 25 to 30, it occasionally happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats.

Of the 2,289 vessels lost or damaged in 1836, 86 were rigged as ships, 150 were steam-ships, 631 schooners, 426 brigs, 242 barques, 257 brigantines, and 167 smacks; the remainder were small vessels rigged in various ways. Of the 2,289 vessels referred to, 977 did not exceed 100 tons burden, 939 were from 100 to

300 tons, 274 were from 300 to 600 tons, and 99 only were above 600 tons burden.

As usual, the greatest number of casualties have occurred on the east coast. The numbers are as follow:—

East coast	953
South coast	274
West coast	412
North-west coast of Scotland	47
Irish coast	144
Isle of Man	18
Lundy Island	9
Scilly Isles	3

As regards the loss of life, the returns show that the number of lives lost from shipwreck on or near the coasts of the United Kingdom, from all causes, in 1866, is 896.

When it is remembered that the lives thus lost are taken from amongst probably half a million of persons who have visited our ports during the last year alone, the number may appear to the casual observer a comparatively small one. We are however, of opinion that it is a very large number, and when we bear in mind the inestimable value of one life we are convinced that no effort should be left untried which can in any way lessen the annual loss of life from shipwreck on our coasts. And here we may remark on the noble and great efforts that are being made to save life from shipwreck. During the last year and a half the National Life-boat Institution has, by its life-boats and other means contributed to the saving of upwards of 1,600 lives, in addition to bringing to ports of safety some 40 vessels from threatened destruction. Again, this large number of 1,600 lives is entirely independant of the lives saved during the same period by the rocket apparatus, which is worked by that valuable class of men the Coastguard, and which is provided for by the Board of Trade out of the Mercantile Marine Fund.

It is gratifying to observe how that Department continues to work cordially with the National Life-boat Institution in carrying out the great and important work which it has undertaken to promote, and which has proved so completely successful on our coasts; when we take into account the fact that the Society has a noble fleet of 183 life-boats on our shores, requiring a large permanent annual income to maintain them in a state of thorough efficiency, no one can doubt that the Institution is deserving not only of the continued co-operation of the Board of Trade, but of the sympathy and support of the British public at large.

On further analysing this Wreck Register we find that the lives lost in 1866 were in 199 ships; 147 of them were laden vessels, 40 were vessels in ballast, and in 12 cases it is not known whether the vessels were laden or light. 161 of these ships were entirely lost, and 38 sustained partial damage. Of the 896 lives lost, the

very great number of 324 were in vessels that foundered, 127 lives were lost on board vessels in collision, 393 in vessels stranded or cast ashore, and 52 in vessels lost or damaged from other causes.

While the greatest number of casualties happened on the east coast of England, it is clearly shown that the greatest loss of life during the seven years ending 1866 occurred in the Irish Sea. The number of lives lost in that sea during the seven years is more than double the number lost on any other part of the coasts. During the winter months hardly a week passes in which the life-boats of the National Life-boat Institution stationed on the Irish coast are not called on to render assistance to ships in distress on the Blackwater and other dangerous sandbanks on that coast.

The most fatal winds during the year were as follows:—

N., 37; N.N.E., 38; N.E., 97; E.N.E., 92; E., 69; E.S.E., 41; S.E., 90; S.S.E., 69; S., 129; S.S.W., 157; S.W., 206; W.S.W., 174; W., 105; W.N.W., 101; N.W., 115; and N.N.W., 45.

It is thus shown that westerly gales are far more fatal than easterly gales, the most fatal being from south-west. Seven hundred and thirty-three casualties happened when the wind was at force 6 or under, that is to say, when it did not exceed a strong breeze, in which the ship could carry single-reefs and top-gallant sails; 122 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety: and 954 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

The large aggregate of 1,860 casualties in 1866 leading to the loss or damage of 2,289 vessels has, as a matter of course, thrown a vast amount of labour on the Wreck Department of the Board of Trade, which is most efficiently administered. Their officers at the outports, and the officers and men of the Coastguard service, have also discharged their duties in this important work in the most exemplary and zealous manner.

We should also state that the Statistical Committee of Lloyd's have issued a tabular analysis of the wrecks and casualties reported in "Lloyd's List" for the year 1866. This is the first publication of the kind, and is intended to be repeated annually. It cannot fail to aid materially in concentrating public attention on Wreck disasters, and in leading to a thorough comprehension of their causes and their remedies.

The aggregate loss of life is enormous, and so is the aggregate destruction of property. The former is a species of woe inflicted on humanity; the latter is practically a tax upon commerce. While the art of saving life on the coast is understood (thanks to the progress of science and to the stout hearts of our coast popula-

tion), the art of preserving property is as yet but imperfectly known amongst us, and still more imperfectly practised.

On reviewing this dismal record we are bound to take courage from the many gratifying facts it reveals in regard to saving life which, after all, is our principal object in commenting on this doleful Register. Noble work has been done, and is doing, for that purpose, which has not only elicited the admiration of the British public, but also that of many foreign nations. This fact was strikingly illustrated last July by the International Jury of the Paris Universal Exhibition awarding to the National Life-boat Institution one out of their nineteen great gold medals in acknowledgment of the important services it had rendered to shipwrecked sailors of all nations—thousands of whom it had rescued from a premature grave, and many homes from the desolation of widowhood and orphanage.

THE ABYSSINIAN DIFFICULTY.

The more we reflect on the difficulties the expedition will have to encounter, the more earnestly do we hope that the necessity for sending it may be avoided. Granting that the natural difficulties of the different routes may be exaggerated, which is not at all unlikely, we know that if the Emperor can make alliances with the tribes through which our force must pass, there are places which can be defended by a mere handful of men, if they have a few hours notice, against a host. We must not forget that these men are not only physically strong, but they are intelligent, acquainted with the use of such weapons as we ourselves use, that they have these weapons, or what for the kind of warfare they will have to wage against us, are nearly as useful. Most of these mountaineers also from being constantly engaged in warfare, are fearless of death; men who go into their fields with matchlock and sword on their ploughs are commonly skilful in that kind of fighting which leaves each individual free to do his best. But it is not the resistance that can be made by this desultory kind of warfare that we care so much for as that which may be made by the use of artillery, aided by such knowledge as may be easily got from books. Now we know that, thanks to the English and other European workmen he has had, the King has plenty of guns, some of them of large size, and it is only reasonable to infer that before he could get guns of large size cast, he had to commence with smaller ones, such as might easily be moved up into positions among the mountains, where, if they were judiciously posted and worked, they could not fail to make a great havoc among the troops, against whom their fire was directed. It would be mere weakness to try to conceal from ourselves the perils our men will

have to meet, in addition to fevers and other diseases that may be produced by a prolonged and fatiguing march through a country where water is scarce, the heat during the day excessive, and the cold at night intense. The King of Abyssinia is not like one of the African chiefs we read of, who are not much more intellectual than one of their own oxen, but a man who to unusual natural ability adds the knowledge that may be derived from the study of military books, with which he has been supplied, by our aid, but which he might have purchased equally well without our assistance; just as he might have got as many European artisans as he wanted by merely directing an agent in Europe to engage them. It is necessary that we should digress to give a concise statement of what has been done by our Government to procure the release of the captives; which has not, to our knowledge, been published, except partly in a recent Blue Book.

When Mr. Rassam arrived at Massowah with the letter from our Queen, dated the 4th October, 1866, he sent three messengers by three different routes—on account of the rebels—to the King, informing him of his arrival, and by each of them a copy of the Queen's letter. Before he received any communication from the King, he succeeded in spite of many difficulties, arising from the reluctance of the Soudan cameleers and muleteers to supply Europeans with animals, in reaching Matemma. On the King hearing of his arrival, he sent three Bashas, decorated with the Royal shirt, to bring him safely to Dembea, where he proposed to establish his court. The King also sent instructions to all the chiefs, through whose districts he would have to pass, to supply him with provisions, and means of transport. He also treated Rassam's messengers exceedingly well; dressed them handsomely, and gave each of them a fine mule. Of the manner in which the King's orders were carried out, our envoy speaks in the warmest terms; everything they required was duly furnished to them, and the journey to the court was performed in ease and comfort.

On the same day that they arrived they were received by the King, who immediately plunged into his grievances against the captives. Consul Cameron, he said, instead of going to Massowah and waiting the answer to the letter which he had given to him to transmit to Queen Victoria, went to his enemies at Bogos, and subsequently returned to Abyssinia without bringing an answer. The inference he drew from this was, that he had been carrying on negotiations with the Egyptian authorities; and there is some justification for the King's belief, in the statements circulated, that we had entered into an arrangement with the French and Egyptian governments to lay down a railway as far as Kassala, with the view of invading his dominions. So positive were the assertions that a French expedition had been organized at Algiers for this purpose, that our government directed inquiries to be made by Lord Cowley at Paris, and Colonel Stanton at Alexandria, with respect to the

truth of these statements, and the answers given in both cases were, that no such intention existed. As regarded the other prisoners in Abyssinia, the charges made against them were those we gave in an article already published. The King, however, expressed his intention of releasing the whole of them, and they were accordingly brought into the presence of the King and Mr. Rassam, and there questioned on the subject of their criminality. We have not space to give an account of the questions asked, we can only state in general terms that they admitted the truth of the charges made against them, and begged His Majesty's pardon and forgiveness. This the King accorded, after he had first thrown himself at their feet, and obtained their forgiveness for his treatment of them. Very few probably are aware of the number of British captives released; the list is as follows:—

Cameron, Consul at Massowah; Kerans, an Irishman, and late secretary of Cameron; M'Kelney, an Irishman, and a servant of Cameron; Makerer, a Frenchman, and a servant of Cameron; D. Pietro, an Italian, and a servant of Cameron; Bardel, a Frenchman, a teacher of languages and a painter; Stern, Rosenthal, Flad, Steiger, and Brandeis, missionaries and foreigners; Schiller and Essler, natural history collectors, the one a Pole, the other a Hungarian.

Several of these have since, by their own desire, entered the service of the Emperor.

The treatment of Mr. Rassam was as kind as could be. The King presented him and his companions, Dr. Blanc and Mr. Priedeaux, with gifts of money, arms, mules, and royal accoutrements. To our envoy he gave ten thousand dollars, took him on shooting excursions with him, and showed him every kindness and attention, but he did not let him go; the reason he gave for detaining him being, that he was desirous of having the pleasure of his company for a time—an invitation which it seems they only regretted on account of the time it kept them away from their families. The real motive of the King may have been that which is ascribed to him by some of the captives, namely, a determination to keep them as hostages until the arrival of the workmen from England, and the captives have asserted since, that he would not let them depart, even if the artisans had arrived, but would retain the whole of them: there is no proof, however, that this would have been the case, nor is there any evident reason why he should: they were of no use to him, and he had every reason to desire to be on the best terms with England, and the more probable supposition is, that he had been led to believe by one of the European intriguers about him, that the instant we had got our envoy and the rest of our people out of his hands we should join in a war against him, on account of the humiliating treatment to which he had subjected our ambassador. In short, he appears to have thought, and probably thinks still, that so long as he has

possession of them he is safe, unless, indeed, there is any truth in the statement that he really desires to provoke an invasion of his territory by our forces, and that he intends to make it a condition of delivering them up that we shall aid him in putting down the insurrection against his authority. If he believes that he can negotiate their surrender on such conditions, it can hardly be attributed to him as a fault, but rather as a misfortune, arising from his ignorance of our policy. In fact, he seems from his conduct, and his dissatisfaction with himself, to fear that he has raised the genie confined by his ancestor, King Solomon, in the jar, and does not know how he is to get it back again.

During the whole time that Mr. Rassam has been confined to the fortress of Magdala, his treatment down to the latest date we have, has been kind. The chiefs who received him and his companions at the fortress put them in chains, as they explained, for safety's sake; and it ought not to be forgotten in considering this matter, that this is the ordinary way of providing against the flight of a captive, and is by no means the indignity in an Abyssinian point of view, which it appears to us. Of this, Mr. Rassam seems to be well aware, and to regard it with philosophic indifference, so far as regards its irksomeness. At the same time, he did not endure it without pointing out to the Emperor that he was pursuing a very injudicious course in treating the ambassador of the Queen of England in a manner so contrary to the usages of civilized nations. The reply of the king was civil enough. He told him not to be angry, paid him a visit, sent him some wine and spirits, and came to him for a friendly talk. The actual bodily suffering endured by Rassam and his companions is not so great as might have been supposed; the tediousness of spending day after day in the same place, unable to take exercise, such as they required, was one great source of weariness, and though they were at liberty to move about anywhere within the limits of the ambassa-
of Magdala, a space so circumscribed soon becomes merely a prison of large extent. Under these circumstances, it is not to be wondered at that the personal appearance of the members of the mission underwent a striking change, which is thus described by Dr. Blanc, whose professional services, we may mention, entitled him to better treatment than being chained, for though a captive, he had plenty of patients to visit him. He says "Abyssinian prison life is a curious one; we are silent prisoners, still the friends of his gracious Majesty, and treated with the favour only shown to a few privileged captives. Want of exercise is a great privation; it is very difficult to walk any distance with our irons. A ring is hammered on each leg, and then links passed in the rings, keep the legs in close proximity to one another; the iron resting on the ankle is very painful, so that every morning we put some bandages above the ankle to avoid the friction. Still it is a nuisance, as with all care vermin do get into them.

We have altogether a curious aspect—nothing of the officer, the consul, and the reverend,—some of us, I amongst them, without shoes or stockings, (and that for the very good reason that having only a pair of shoes, I keep them in case we should ever go out,) with trousers ripped on the side and buttoned, so as to be able to put them on, or else made of a very thin Abyssinian cloth, so as to be able to pass between the rings. Clothes more or less worn out, with straggling beards and shaven heads, sunburnt, and altogether seedy-looking, we have more the appearance of real criminals than of mere hostages. Mr. Stern is rather breaking down, he worries too much. Cameron is picking up wonderfully—eats like ten men, and absorbs liquid in the same proportion. Mr. Rosenthal is quite well, and Rassam is fat and well, though much older. Prideaux is well too. We are all getting grey, even Prideaux, though it does not show much, on account of the natural light colour of his hair. . . . Books, letters, and papers are what we most require. A long day, without anything to do but read a stupid book again and again, is the Magdala day; the evening Rassam, Prideaux, and myself have a game at whist; the others are too much down in the mouth, and kill themselves, morally at least, by brooding over their misery. As it can do no good, I for one, try to make myself as jolly as possible under the circumstances, rather a difficult thing, but not however to be despaired of."

In confirmation of what we have said concerning the kindly way in which the King treats the captives, we have only to go carefully through the Blue Book containing the further correspondence relative to the British captives in Abyssinia, to find abundant proofs of it from Rassam's letters. He repeatedly mentions that the King wrote kind notes to him, and invariably expressed himself to others as having a strong regard for him; and he mentions, that since his arrival, Cameron and the missionaries had been far better treated, and were no longer confined in the common jail. He himself, Prideaux and Dr. Blanc were allowed separate rooms, adjoining the Royal residence; and the chiefs had strict injunctions to treat them with every civility, and to supply them with rations. As there is no subject in which greater interest is felt than in this Abyssinian question, we shall probably return to it on a future occasion. At present we have not space to do more than to give a brief description of Magdala, where our countrymen are confined.

Magdala is not only exceedingly healthy, but the temperature is agreeable; and a person might wear moderately warm clothing all the year round. It is a small plateau about a mile in length, and half a mile in breadth, and from its natural inaccessibility being nearly perpendicular on all sides except one, and the number of guns it has there, might offer a prolonged resistance, if it were not commanded by another mountain of comparatively

easy access, which runs up to about 100 feet higher, than the Magdala fort or citadel, as Josephus calls it. The distance between this elevated spot and the fort is said to be about 1,500 yards, consequently, unless it is previously fortified and occupied by Abyssinian troops, this will be an admirable position from which to operate against the defences of Magdala. We hardly like to suggest as a drawback to the possible advantages of the position, that instead of our troops being the assailants, they might find themselves in a worse situation than in the country below, if the guns are well worked; nevertheless, it is from this elevation that the assault must be made, unless it prove true that there is a road on the northern side by which the fortress is accessible. The distance of Magdala from Debra Tabor, or Gaffat, is about fifty miles only; but from the river Jiddeh, which is about midway, the road is very bad. Dr. Blanc, in writing to Colonel Merewether on the subject of the routes, says, "at that point from the road to Begemeder, there is an almost perpendicular descent of more than 3,000 feet, and an ascent of the same elevation and difficulty to gain the plateau which separates the Jiddeh from the Rechalo, another stream, both tributaries of the Nile, both almost dry from the 1st October to the beginning of July, but during part of the three rainy months both rivers are quite impassable, except to a few expert swimmers. The plateau between the Jiddeh and Rechalo is very beautiful; a day's march from one river to the other, and, I believe, of the same ascent from north to south." The descent and ascent of the Rechalo is even worse than the Jiddeh's; the distance is about the same, but the road was so bad in places that they had to dismount. The nature of the country which separates Magdala from Debra Tabor or Gaffat is one of considerable importance; the latter being the place which the Emperor proclaimed should be his future capital.

We know that it is with the greatest reluctance that our government decided on sending an expedition, in the event of the King refusing to comply with the request of the Armenian Patriarch, but there was hardly a possibility of avoiding it. The opinion of the officials in India of the highest rank, and of Europeans in India generally, were apparently unanimous in advocating it; the reason they gave being that it was essential to the maintenance of our prestige in the East. As the main body of the force is to be supplied from that country, it is quite natural that Indian officials should be permitted to exercise a weighty influence; though we may observe in passing, with respect to the supply of the troops, that although the Secretary for India is willing to comply with the requisition of our government to furnish them, he stipulates that they shall be paid by the Imperial government.

Expeditions, even when successful, are generally attended with so much suffering that nothing but a strong conviction of their

necessity would induce any experienced officer to recommend, or our government, or any branch of it, to undertake them. In our military history some of these stand out as boldly as our greatest victories, but the very fact that they do so is an encouraging circumstance, since it teaches what to avoid, and the necessity of taking precautions to prevent a recurrence of similar disasters. With respect to the present expedition, we find that nothing is being spared to make it successful. Every conceivable weapon, every invention, and every appliance that can assist in pushing our troops into King Theodore's dominions, without loss or suffering, are being collected; and we are rejoiced to find that no considerations of economy will be allowed to exercise a prejudicial effect on the completeness of the arrangements; if it fails therefore, which we can hardly believe it will, or if it is attended with unfortunate results, we do not think that the most captious critic will be able to say that it was through the incompleteness of the arrangements of the organizers of the expedition. Of these we will speak presently, when we have given a brief account of the action of our government, in regard to the number of men composing it, &c. In a despatch, written by direction of Lord Stanley to Sir John Pakington, on the 24th June of this year, our Secretary for Foreign Affairs, suggests that it would be desirable pending a final decision as to whether an expedition should be sent or not, that preliminary inquiries should be made as to the precise steps to be taken in the event of its being ultimately found necessary to resort to force. The information that appeared to him most desirable will be gathered from the following list of questions he wished to be transmitted to India:—

1. What amount of force is considered needful; what should it consist of, and by whom it should be commanded?
2. Assuming Bombay to be the base of operation, how long, after receiving from England orders to prepare the force, would it take to insure its being ready for service?
3. What arrangement would be made for its transport?
4. At what point would it be proposed to land it; bearing in mind that it is essential, if possible, to avoid landing on Egyptian territory.
5. What commissariat arrangements would be requisite?
6. What reserve would be necessary to insure success, and how is it proposed to keep this supplied?
7. Whether any and what preliminary steps would have to be taken, and what time would be required for the purpose in order to obtain answers to these questions.

This list was transmitted by Sir J. Pakington on the 2nd July following, to the office of the Secretary for India, accompanied by an opinion that the force, in the event of its being determined to send one, should be organized at and proceed from Bombay; and he considered, as far as he was able to judge, that Major-

General Coghlan was an officer well suited for commanding the force and conducting the expedition, and also that the Rev. Percy Badger should be attached to the expedition as political agent and intrepeter. With respect to the seventh paragraph, he thought it would be advisable that Major-General Coghlan should proceed to Massowah as soon as possible, accompanied by Mr. Badger, and be met there by a selected medical officer, a commissariat officer, and an officer of the Quartermaster General's Department from Bombay to inspect the locality and settle what arrangements would be necessary for the landing, reception, feeding, &c. of the force, in the event of its being necessary to send one. He also suggested that General Coghlan and Mr. Badger might be empowered to negotiate with the tribes, and use such means as they deem fit, whether the release of the captives could not be effected without having recourse to arms.

It is quite natural that Sir J. Pakington, and many others, should consider that it would be good policy to avail ourselves of the assistance of the tribes hostile to King Theodore to the utmost extent possible. Circumstances may render this necessary, but if we understand the policy of our Foreign Office, as little advantage will be taken of this mode of proceeding as may be, and that we shall certainly not enter into any engagement with them that will involve us in any future disturbances in Abyssinia. Dr. Beke urges the Government to support the cause of the leader of the insurgents in Abyssinia—Waaksham Gobaze, or Gobeze, or by whatever other alias he may be known—who claims to be the lawful inheritor of the Abyssinian throne. According to the statements that have been published, the new claimant will not want our aid to substantiate his claims, so far as it can be substantiated by actual possession. He is said to have an army at his disposal four times as large as King Theodore's, and that the forces of the latter are diminishing daily from desertions occasioned by his brutality: these desertions taking place at a rate which, if these statements were true, ought long ago to have left him without a single supporter. These statements were made many months since, and yet King Theodore still holds the title so far as we know, and instead of being overwhelmed by the army of the rebel chief, it is he who goes after the rebels. It was also announced, more than a year ago, apparently on excellent authority, that he was in such a diseased condition that he could not possibly live long; but this prediction, like many similar ones with respect to a sovereign nearer home, has not yet been fulfilled. As regards the other recommendations of Sir J. Pakington, we know that the command has been undertaken by General Sir Robert Napier.

Colonel Merewether, our agent at Aden, who, of all men, has, perhaps, the most knowledge of the whole affair, and who has been, and is still, engaged in making explorations of the different routes from the coast into the interior, is of opinion that a force of 6,000

men would be ample to enter Abyssinia with, and this force he considered ought to be composed entirely of native Indian troops, if that were practicable, on account of the extensive carriage requirements of European troops. As a precautionary measure he suggested that another brigade of native infantry might be prepared, and sent to the coast as a reserve, and to help, if required, in keeping open communication; but not more than 6,000 should be sent at first, which should be complete and perfect in everything for a six months' campaign. He thought that no supplies from the country people ought to be looked for, at all events, not at first, but that every requisite should be supplied by the commissariat, grass, wood, and water, being the only things that the troops could safely reckon on getting in the country.

As regards the number of troops to be employed in the expedition, Major-General Coghlan, who was, for many years, political resident and commandant at Aden, and who was been frequently consulted by our Government on the subject of the captives, drew up a scheme for the invasion of Abyssinia, for Lord Stanley, in which he recommended that the force should not be less than 10,000 men of all arms. He thinks that a smaller force might suffice if one or more of the insurgent chiefs were enlisted on our side; but he, too, is of opinion that it would be highly undesirable that the commander of the British army should not be in a position to dispense with any such aid, or, if he did avail himself of it, it should be on his own terms; and he should be strong enough to punish any treachery on the part of these auxiliaries.

The force he proposes, he considers, should be composed as follows:—Two regiments of irregular cavalry, Scinde or Sikh; three batteries of light field artillery—Armstrong's—all of one calibre, for convenience of ammunition; and, if the roads were practicable, four 8-inch mortars, in park, and a supply of rockets. Two companies of sappers, three regiments of European infantry, four regiments of native infantry, one or two of which to be Sikh. That there should be a competent officer on the Head Quarter Staff to take charge of an Intelligence Department, to include a line of electric telegraph, to be erected as the force advances into the interior, in order to keep up a rapid communication with the coast. As regards the Commissariat, the supply of plenty of boots for the men, and shoes for the horses, woollen clothing, and things of that kind, we need not say that all these will be provided by the Government on a scale which will leave nothing wanting; and if these articles could be forwarded with anything like the facility with which they could be transported in the worst part of Europe, there would be no reason to fear that our men would lack anything.

The list of queries given near the commencement of this article, appears to be founded on the suggestions which Major-General Coghlan makes with respect to the preliminary arrangements. He

proposes that an experienced political officer, with an assistant, should proceed to Massowah, accompanied by a staff composed of an officer of each of the departments that will be engaged in the expedition. That these officers should make enquiries connected with their particular departments; the political officer, with respect to alliances that might be formed among the tribes; the officer of the quarter-master's department, concerning the best points for disembarkation, the routes into the interior, the most eligible spots for halts on the line of march, the site of the first camp; the officer of the paymaster's department, to confer with the traders regarding the money current in the interior; and so on in the case of all the others.

The suggestions General Coghlan makes in the matter of telegraphs and such matters, are, we know, to be carried out, and carried out, too, in a thoroughly efficient manner, if we may form an opinion from the money that is being spent for the purpose here in England. We are told that £8,000 is to be expended in supplying chemicals for photographic purposes, and the wires and apparatus for telegraphic purposes. There is to be a large number of the Engineer department trained in the practice of photography; an admirable provision, though, of course, their duties will not be confined to the exercise of this art, there being no reason why the man who takes a photograph should not be able to manipulate a telegraphic apparatus, as well as perform the ordinary duties of his profession.

With respect to the manner in which Abyssinia is to be invaded, Dr. Krapf suggests to Lord Stanley that while the main body should be sent to Massowah as intended, a flying column, composed chiefly of cavalry, should be landed in the Bay of Tadjourra, opposite Aden, and from thence move rapidly on to Magdala, and liberate the captives there by one bold stroke. That, having accomplished this, it should then move on to Gaffat, and liberate the remainder. The attention of the King, all this time, would be rivetted on the force at Massowah. There is an objection to this route, as there is to every other into Abyssinia; the road is rough and desolate, and almost destitute of water. The route by Amphila, or Hanfila, situated on the western shore of the Red Sea, though the nearest, is objectionable on various grounds, according to the statement of a Frenchman who had been over the ground four times, though Colonel Merewether speaks of it in a different manner. He says he found the bay admirably suited for the debarkation of troops, good anchorage, water good and plentiful, and one of the easiest and best roads comes down from Abyssinia to it, a road constantly used by caravans.

Mrs. Flad, who, to judge her by her letters, is one of the most intelligent of the captives, without the possibility of knowing what Dr. Krapf had written, agrees with him in thinking

that Magdala might be taken before the King could hear of it. Of course, the publication of this and other suggestions in the Blue Book will have put the King on his guard long before the expedition gets there, otherwise it seems that the suggestion of Dr. Krapf, if it were practicable, is an exceedingly good one, omitting that part which recommends that we should go on from Magdala to Gaffat, if we could possibly avoid it, our simple object being to procure the liberation of the captives, and not to aid in the destruction of King Theodore, whose overthrow, we are assured by eminent authorities, would lead to anarchy.

Next to the selection of the route to be taken by our army, the most important of all are the means of carriage. Camels are used for a portion of the journey from Massowah, but the only animals that can really be relied upon are mules. These are being bought in large numbers in Spain, and brought down to the coast for shipment; the mules used in Abyssinia being small and weak in comparison, and being, moreover, difficult to obtain, even in small numbers, in consequence partly of their actual scarcity, and also from the reluctance of the natives to supply them to Europeans. Mr. Rassam's journey into Abyssinia was greatly prolonged on this account, notwithstanding that he was attended by three Bashas wearing royal shirts, whom the King had sent to aid him in procuring means of transport and provisions. The mules we want for the expedition are those which are strongest, partly for the sake of endurance, but chiefly on account of the heavy weights they will have to carry. Objections have been made to the cost of these animals—estimated at £50 each—but it would be a most unwise, if not dangerous economy, to buy inferior ones because we might get them a few pounds cheaper; mountain guns, though not particularly heavy in themselves, may become a heavy burden in passes through the mountains. The number of mules sent already is very large.

AN INCIDENT OF THE INDIAN MUTINY, 1857.

BY A VOLUNTEER.

Ten years have passed away since the ominous events occurred which signalized the outbreak of the Great Indian Mutiny. The premonitory symptoms of the coming tempest had followed one another with alarming rapidity during the first three months of 1857. Incredible stories had inflamed the native mind against us simultaneously all over the country. Secret and treasonable meetings among the Sepoys, midnight incendiary conflagrations, and partial mutinous outbreaks, followed by false protestations of fidelity, ensued; and then came the portentous calm before the storm, during the latter days of the month of April. It soon be-

came apparent, after the seizure of Delhi, that Hindoos and Mahomedans alike were sworn to accomplish our destruction, and the downfall of our Eastern empire. The great events which subsequently took place, cast only a distant shadow over the locality in which the following scenes were enacted; but comparatively unimportant as the latter were, they will, at least, serve to illustrate the character of those troublous times, when even the greatest station in India was not exempt from the apprehension of midnight outrage and massacre.

A few days before the news arrived of the outbreak at Meerut and Delhi, the Sepoys at Dacca were relieved by a detachment of equal strength from the head-quarters of the 73rd Native Infantry, stationed at Julpigoree. It was not the pleasantest time to have among us six hundred, instead of half that number of Sepoys, together with fifty native artillerymen, and two 9-pounder field guns, well supplied with a magazine full of ammunition, which was under their charge. They were absolute masters, and might have disposed as they pleased of everything that Dacca contained. Not more than a dozen or so of double-barrelled guns and a few rifles and revolvers could have been collected at any time in the station; and if the Sepoys had "risen," there would have been a general panic, and a *sauve qui peut* flight.

Luckily, nothing of the kind happened at that time—the two detachments were together in the station for some days; but as long as the old detachment remained, people who knew the danger of the situation quietly asked one another, "When *are* they going?" "Do you think they *will* go at all?" At length, however, after a delay which was in no way unnecessary or unreasonable, but which, at the time, seemed a very long delay indeed, the old detachment one fine evening got quietly into their boats, and before people went out for their ride or drive at sunrise next morning, the fleet conveying the departing Sepoys had disappeared from the left bank of the Booree Gunga on which Dacca stands.

About a week passed away, when the news of the disasters at Meerut and Delhi came upon us with all the startling surprise of the first uprising of an earthquake; there was no mistaking such a bold and defiant signal for rebellion. Every succeeding day brought its own catalogue of calamities. The whole of the north-western provinces were in a blaze. Our English regiments were isolated, separated from one another by long distances which it was impossible to traverse; news from Delhi travelled via the Punjaub, Scinde, and Bombay, to Lord Canning at Calcutta—immense tracts of country had fallen from our grasp in a few days; a whole army of officials—magistrates, collectors, settlement officers, and judges of every degree—suddenly found themselves powerless, and the wonderful spectacle was presented of a great empire tottering unexpectedly to its fall like a house of cards.

It is not surprising that, at such a critical time, men's minds should have taken a tone and character from the nature of the events by which they were surrounded; measures of stern repression were no doubt called for, but only for mutineers and murderers, and not for peaceful and inoffensive men. It has been said, in defence of Lord Canning, who, at first, wholly mistook the crisis with which he had to deal, that men's faces were "blanched with fear" in Calcutta in the month of June. Never was there a greater calumny. The writer of this article went from Dacca to Calcutta in a boat rowed by a dozen Mahomedans, in the month of June, 1857, and he certainly saw no one at the Presidency, nor elsewhere either, whose face was so blanched. People were resolute and even stern-looking, if you like—all were unalterably firm, and determined to stand by the Government to the last. No Englishman at that time in India, we verily believe, ever dreamt of defeat, or doubted of ultimate victory.

Times of peril are almost certain to produce a large crop of rumours, as false as they are wild, and the origin of which no one can tell. One of these panic-stories flew like the wind over Dacca, a few days after the relieved Sepoys had taken their departure. They were on their way back—their fleet of boats, under full sail down stream, had been seen by an indigo-planter's assistant not many miles off. They would be in Dacca that very morning! If everybody throughout the city and station had heard these alarming reports at the same moment, the uproar and confusion that ensued could not have been more general nor instantaneous. As if by a preconcerted signal, native clerks, suitors, pleaders, and a crowd of people, rushed yelling out of every public office, the boys broke loose from the college with a general shout of terror, and everyone, at the moment, thought that the guard of fifty Sepoys over the treasure at the Collectorate, which was close by, had mutinied and seized the coin. All business was at once suspended. A civilian, high in office, gravely seated on the bench, after glancing over a note which he had just received, snatched up his hat, and taking a flying leap out of the window, which was luckily on the ground floor, left, without any explanation whatever, a crowd of natives in his court agape with wonder. Offices were deserted, and books and papers left lying in confusion about; houses were forsaken, or intrusted to the care of native servants; people, in all sorts of conveyances, were eagerly flying out of the station, and the whole city crowded down to the river, where an extraordinary sight met the view. A long, deep line of human beings stretched, as far as the eye could reach, along the bank of the river, their white, flowing garments gleaming in the fiery noontide sun, while the water's edge was fringed with boats and crafts of every possible size and description, from the beauleah and pinnace to the gidwaree and dhingy. It seemed as if the whole city, and not a small portion of the station, intended suddenly, and

without apparently any previous preparation, to betake themselves to the river against some great impending danger of which no one could give any reasonable account.

"Where did all these boats come from?" you ask. "How were they collected so soon?" No one has time to answer—all are flocking into them. Delicate English ladies, with tiny bonnets only as a covering for their pretty heads, ran, reckless of the consequences, under a burning hot sun, which, on no other account, would they have dared to face, to the river-side, and waded through the water to reach their boats. The unhappy official who took the flying leap through the window of his court, was on the point of seeking shelter somewhere across the river, when a brother civilian luckily met him, and persuaded him to go to the magistrate's house, which, unknown to many, had been appointed as a place of rendezvous in case of a disturbance. Here, several ladies, and many of the gentlemen in official employ in the station had assembled, and if rifles, guns, and pistols, bags of shot and bullets, and canisters of powder, swords, shields, and spears, entreaching tools and sand-bags, and all manner of preparations for defence, could inspire confidence, and restore calmness and self-possession, this was just the place for those who had lost those valuable qualities. On calmly inquiring into the origin of the rumour which had caused all this uproar and commotion, it was ascertained that no authority for it whatever existed, and that the Sepoys all the while were quietly in their lines, wondering much what all the hubbub might be about.

We can afford to smile, but need not be in the least surprised, when a large mixed population, totally unarmed and unprotected, are suddenly frightened out of their wits, by a report of alarming danger close to their own doors; but the same people who fled like stricken deer on the occasion of this panic, displayed, a week or two afterwards, a considerable degree of firmness and composure of mind under circumstances which were, at least, the reverse of re-assuring. A native festival was at hand, in the celebration of which it was customary for the Sepoys to display their skill as swordsmen, &c., in a grand assault-at-arms. This *tumasha* usually came off in their own lines, but to show the Sepoys what perfect trust was reposed in them, they were invited to select the centre of the civil station, close to the guard over the treasure, as the scene of their exploits, in order that they might be witnessed by the European inhabitants. Immediately before the exhibition was to take place, we had heard of the treacherous massacre at Allahabad of the officers of the 6th Regiment Native Infantry, a detachment of which had been stationed at Dacca before the arrival of the 73rd Native Infantry. Might we not be going like sheep to the slaughter, when we repaired to this warlike exhibition? The best face was put on the matter. A goodly company honoured the Sepoys with their presence, although there were but

few of the gentlemen who had not their revolvers concealed about them. The scene was a striking one, considering what was going on elsewhere at that moment in various parts of the country. A large assemblage of Sepoys in native attire swaggered about with their broad-swords with the air of conquerors, and went through all kinds of semi-savage evolutions of attack and defence, to show their skill, strength, and surprising activity. It was a really interesting but most dangerous spectacle, for at times the excitement of the mimic combatants and the Sepoy spectators became intense, when the least *contre-temps* might have given rise to the most disastrous results. Happily, everything passed off quietly, and, apparently, with satisfaction to all parties concerned, though the European portion of the assembly felt devoutly glad when the exhibition was over.

The aspect of affairs throughout India continued to grow more dark and gloomy than most people cared to think, much less admit. Disaster followed disaster with fearful rapidity. The Punjab was quivering in the balance—Central India, the north-western provinces, and Oude swarmed with enemies. The heroic force before Delhi was besieged in its own lines, and had daily to fight five times its own numbers to maintain its position. Agra was about to be attacked by the Gwalior Contingent. Not a word had been heard from the garrison at Lucknow for weeks, and soon was whispered abroad intelligence from Jhansie and Cawnpore that froze the blood in one's veins, and cast a gloom over every mind. The only bright speck on the dark horizon was the advance of the heroic Neil, with his gallant "blue caps," who had already saved Benares, and was rushing on, in hot haste, to Allahabad, where he arrived only just in time to save the fort—a position of the greatest importance.

At this critical juncture, the English residents in Dacca requested permission to form themselves into a volunteer corps. Their request was refused. The Sepoys, it was alleged, would look with suspicion on such a proceeding, which might incite them to commit the very act it was desired by volunteering to prevent—we could only be safe, it was said, by humouring the Sepoys, and putting ourselves entirely into their power. No precautionary measures, therefore, were taken; no rendezvous was appointed; all were left to do the best they could for themselves. People had for some time past been accustomed, before retiring to rest, to examine their fire-arms, and assure themselves that they were ready for instant use, but they now felt that something more was wanted. The houses in the station were situated at considerable distances from one another—their isolation invited attack; and therefore, when it was impossible to know what might not happen at any moment, three or four families, here and there, joined together, and met every night at a certain house, where the ladies and children slept while the gentlemen kept

guard and performed by turns the duties of sentries. As many as five or six of these household fortresses were organised, but always with the utmost secrecy, some of them having been established for a considerable time before a suspicion of the fact was entertained by many who calmly awaited the course of events alone in their own houses.

Towards the end of August the prospect seemed darker than ever. Delhi had been more than three months in the hands of the rebellious Sepoys. Twice had Havelock failed to reach Lucknow, whose "illustrious garrison" was known to be in imminent danger. A more dreaded enemy than the Sepoys followed his devoted band and decimated its already thinned ranks, and a nation of armed men stood before him. The Gwalior mutineers were ready to march on Cawnpore and cut him off from his base of operations; and had they done so even victory would have been a misfortune. Not a soldier had yet arrived from England. It is true the troops destined for China had arrived, and were being forwarded up country very slowly, notwithstanding the strenuous and energetic efforts unceasingly made for that purpose. Rebellion, too, boldly showed its front in Lower Bengal, and threatened to cut off our communications between Patna and Allahabad. This was undoubtedly the darkest period of the mutiny; but the long night was about to break, and the welcome dawn to appear.

Again during this gloomy month of August did the English residents in Dacca petition to be armed. The times had changed and so had the Government of India. It no longer ventured to say that the disturbances were of "a local and transient nature," as Lord Canning had assured the inhabitants of Calcutta a fortnight after the revolt at Meerut and Delhi, when he refused to accept their services as volunteers. Aid was now readily accepted from any and every quarter. The request of the English in Dacca was, therefore, at this juncture, promptly granted; and soon afterwards about forty volunteers, passably well armed, were diligently learning their drill, and qualifying themselves to do good service in the cause of order and the protection of life and property.

Moreover, to complete the confidence of the public, about the same time ninety sailors of the Indian Navy—who formed one of the best of the numerous local naval brigades that were organized at that critical period—arrived in Dacca with a couple of howitzers; while the inhabitants subscribed a sufficient sum of money to defray the expense of entrenching and fortifying a house, well situated for the purpose, on the bank of the river.

Two months elapsed, during which the smooth current of our existence at Dacca was wholly undisturbed. Brighter days had dawned for India. We had done with disasters—success now

followed success everywhere. Still the sailors and volunteers kept up their drill. An old Sepoy Subadar, whose hair had grown white in the service, often looked on approvingly (while in command of the Treasury guard, which was close to our parade ground), when the volunteers went through their exercise, and exclaimed "Very good!" repeatedly, when a manœuvre was performed to his satisfaction. Not so the Sepoys on guard, who in no way countenanced our suggestive little game of playing at soldiers. They looked on either scowlingly or haughtily defiant at all we did; and it certainly was a very cool proceeding on our part. In Calcutta and its neighbourhood, as in most other parts of the country, the Sepoys had for some months past been disarmed, and the sentries around Government House mounted guard with nothing more formidable in their hands than ramrods. But the Sepoys close to whose post we drilled every morning were fully armed, and each man had sixty rounds of ammunition in his pouch. Their comrades, three hundred in number, were not far off, and could have taken the sound of their muskets as the signal for "rising." Thus, almost any morning, a mutiny at Dacca might have been commenced with the massacre of a large number of volunteers, who might have been attacked unexpectedly when they had only blank ammunition in their pouches. But the volunteers never dreamed of anything of the kind. Everyone believed that all danger had passed away, and that the Sepoys could not possibly be so demented as to rebel when they had not the remotest chance of success in their favour.

But we were mistaken. We had credited them with too much good sense. When the tide which might have borne them to fortune had receded far from them—when even if they had been momentarily successful, swift destruction must have overtaken them in a week or two—nearly two months after their rebellious brethren had been driven pell-mell out of Delhi, after Lucknow had been relieved, its garrison rescued, and the formidable Gwalior Contingent had been defeated and dispersed, when a large body of troops had arrived from England and thousands were still coming every week—at such a moment, when not the shadow of success ultimately awaited them, the Sepoys in Eastern Bengal, as if seized with a sudden madness, mutinied, and rushed headlong to their ruin.

(To be continued).

SCRIPTURE READERS IN THE ARMY.

"What is your religion my poor fellow," said a kind-hearted Chaplain to a sick soldier; "Are you a Protestant or Catholic?"

"Please, Sir," replied the man, in the simplicity of his loyalty, and *esprit de corps*, "I am of the religion of the . . . Hussars."

This quaint anecdote which appeared a few years since in the papers, points to the spiritual destitution—as the phrase goes, which has been deprecated by the pulpit, and by the press.

Our own experience satisfies us that the above picture, be it true or not, is not overdrawn ; and India, between 1840 and '50, might have afforded many such.

In those days little care was taken of the soldier, beyond the undeviating supply of a style of clothing since condemned, and of rations which, under certain circumstances, were rather calculated to impair his efficiency.

Although the Regimental Library had even then been introduced, still (like many of the comforts provided by the charitable, during the Crimean War,) it remained a dead letter to the majority, whose taste for knowledge, there was no effort to stimulate, while on the other hand, sometimes demoralizing “balls,” given by the uncommissioned grades—and “theatricals,” stimulated sensuality, under the flimsy veil of amusement.

Without some, as it were, angelic guide—entertained unawares—who by gentle touches might unobtrusively direct his uncertain steps along the rugged path of life, the youthful pilgrim was rather allowed, in those days, to drag on a blank existence, in some dreary station, where the unoccupied mind, gnawing itself, would often rush headlong with furious appetite, on the lowest forms of sensuality, or would take to the somewhat dangerous pursuit of toddy hunting, which, if discovered, was certain to meet with a severe punishment.

In those dark days, as old officers must remember, instead of Scripture Readers, the Camp of a British Army in the field—partly for prudential considerations which could not altogether be ignored—was attended by a regularly organized department, such as accompanied the Persian Armies of yore into the field, and which had its tents under the protection of a military guard. Had this seeming unavoidable nuisance only existed, in its impure integrity, there were politic reasons for not abating it, but even this concession to the “customs of the natives,” was not by any means the greatest.

Such reproachful epithets as “Tub Thumpers,” “New Lights,” &c., were common, and were sometimes not unprovoked by the injudicious psalmody, in camp, of certain officers, who with the best intentions, wanted that discretion, without which, even the personally good, may become the agents of evil.

At the present day, a better order of things prevails, and Scripture examples of eminent piety, are not wanting in the British Army, any more than they were in the days of the Roman Centurions ; while the professional Scripture Reader—to the Chaplain, what the purveyor or hospital-dresser is to the surgeon—the Commissariat to the Army—is an institution worthy of all encouragement, and the more so, as it is a means of supplying spiritual wants, with almost apostolic simplicity.

The present age, notwithstanding the spasmodic efforts of sects, is not one of "Œcumenical Councils," and its best exponent, are those great industrial exhibitions, which tend so considerably to assuage the hereditary animosities of race.

Men are gradually coming round to a more practical christianity than that exemplified by sounding titles, costly vestments, and overflowing coffers, and are unwilling to give to Gehazi the substantial gifts which the prophet rejected.

In one of the reports of the Society in question (March, 1866.—p. 4.) we discover that Regimental Readers are recommended in preference to local, and we think rightly so, in some respects, for the man who shares with the soldiers of a regiment all their dangers and hardships, is certainly the one best calculated to afford them christian sympathy.

In a wordly point of view, the extension of the Society of Army Scripture Readers, would be a means of economising the public money, for the labour of a soldier under punishment is lost to the state. You feed only an incumbrance, and as lately seen, by the Gibraltar report, on convicts employed on the public works, even such labour does not cover the expense of the felon's maintenance in prison.

An officer's time would thus be devoted rather to the improvement of the good, than in adjudicating on the ill-behaved and vicious.

Many remarkable occasions used to be offered, in former years, for the useful labours of Scripture Readers, and the following may be taken as an instance.

The military apothecary at ——— was one of those peculiar men, whose active and speculative minds, when without the ballast of knowledge, often corrupt the feeblar, that come within their influence. He was the natural son of a general officer, and had received but an imperfect education. Bible history, in a secular spirit, was his favourite study.

The worthy chaplain, observing this man's intelligence, at length persuaded him to attend church, and accordingly the next morning the two went together to service. During the performance of the organ, and in the warmth of his heart, the poor apothecary so far forgot himself, and his neighbour,—not a "vulgar person," but a richly attired lady, who used a blue and gold-bound prayer book—as to give way to newly awakened emotions, and actually wept! this ebullition so shocked the lady, that immediately after service, she officially reported to the commanding officer that she had been "subjected to the annoyance of a drunk apothecary in her pew."

An inquiry followed, whereupon the real truth was elicited; but from that day forth, the Chaplain was never again successful in inducing the apothecary to attend Divine Worship, his indignant answer being, "When I went, I was falsely accused of being drunk, because I forgot your rules."

The end of the story is very sad, but does not concern the present subject.

In some conditions of society, in our colonies (without any disparagement of the regular clergy,) the humble-minded Scripture Reader, not too highly educated, and not above even manual labour, but who at the same time, welds, as it were, religion with all the acts of daily life, and assumes no superiority over those with whom he associates—such a man would be invaluable. We allude to the West Indies, India and China, and more especially to Jamaica, before the late outbreak, where the practical good to be derived from the lessons of the Bible, were lost in a conflict, of what we may, without irreverence, style, whimsical doctrinal distinctions, by which, schism was carried to an unparalleled extent, while, at the same time, the black troops were in a lamentable state of spiritual destitution.

So profoundly ignorant were the men of a certain West India Regiment, that on the occasion of a distribution of bible and prayer books, amongst the few who could read, a jealousy arose, and a perfect mob—half mutinous—assembled at the orderly room, and demanded “their bibles too,” as if they had considered them in the light of charms of some occult virtue. It was a very remarkable scene, and the plump major, who presided, looked very much as if he would gladly have exchanged his commission for a safer appointment in a London hotel, for which, by the way, he would not have been altogether unsuited.

The humble teaching of the Scripture Reader is better suited to the educational qualifications of regimental listeners than the more refined chaplain, and a common social origin creates its own sympathies.

A governmental extension of this useful auxiliary of religion would, however, be preferable to any other, and might afford suitable employment for exemplary old soldiers on being discharged to pension.

FOREIGN SUMMARY.

Paris, Oct. 23.

Though the Italian difficulty is for the moment suspended, it is one that is almost certain to crop up again, and if it does may give rise to a war that will change the face of nations, and if it is left unsettled will always be a nucleus round which to wind at any time the most elaborate and serious complications.

The affair as regards the invasion of the Papal States has been conducted by a masterly hand, probably Mazzini himself, and it is not at all certain that he may not still persevere in carrying out the project in the manner in which we alluded in the last or previous number of this Magazine, namely, by attempting to found a Republic; a project it is quite natural he should persevere in now,

since, if he fails, he can hardly help feeling that in the course of nature he can scarcely hope to live to see the perfect fulfilment of what it has been the whole aim of his life to accomplish—the union of all the States of Italy with Rome as its capital.

The manner in which the invasion of the Garibaldians was performed was quite in accordance with the Mazzinian method, and whether he acted in collusion with Rattazzi or not was that most likely to be effectual, and which offered the fewest difficulties in its accomplishment; a few scores of men straggled across the frontiers here and there, and made their way to points in the Papal States, to which they were directed to proceed. The object and advantages of acting in this way instead of uniting at a common rendezvous were manifold. By giving a nucleus in every town and district for the disaffected to rally round, it made it more difficult for the Papal troops to act against them, and they might reasonably hope that what the immense Russian Army found it so difficult to do, it would be quite impossible for the small Papal Army to accomplish, and they would therefore have ample time to bring about a state of things which would have rendered the intervention of Italy a matter of necessity, unless both the King of Italy and the Emperor of France would have consented to see a Republic established in which the Pope would have been tolerated for a time as the head of the Church, but without the possession of any temporal power whatever.

But this state of things was not contemplated. Had the Garibaldians been received with that enthusiasm which men blinded by the very earnestness of their desire expected, the sudden uprising of portions of the populations in so many places with orders to make their way towards Rome at a given time, would have made resistance on the part of the feeble Army of the Pope impossible, at any rate impossible of success, and Rome might have been occupied within a week if they had chosen by the Garibaldians. But before that could happen, there can hardly be any doubt that the Italian Government would have marched a strong force into the city under the pretext of protecting the Papacy against worse evils than the mere loss of temporal power, and having thus obtained a footing in the city it was expected that the rest might have been left to negotiation; that France would send an Army into the States for the purpose of ejecting the Italian Army, being regarded as highly improbable.

These and a variety of other contingencies must have been considered by Rattazzi before he could have made up his mind to take advantage of the invasion; supposing that he connived at the passage of the volunteers, and a man must have great faith who believes that he did not wink at it. The Italian Army has very little to do, and if it had been posted on the frontier with orders to prevent armed men, or men unarmed who could not give an account of themselves from passing the boundaries, the invasion of

the Papal States would have been simply impossible. But even supposing the statement of the Italian Government to be true, and that it really could not prevent men from crossing singly, or by twos and threes, that would not deprive France of the right of sending a force into the States to put an end to the invasion. The French Government maintains, and always has maintained in a manner which could leave no doubt of its sincerity, that the September Convention meant that neither directly or indirectly should Italy give aid or countenance to an invasion of Garibaldians and Republicans. This was all what the inhabitants of the Papal States could have desired if they had really wished to overthrow their government, for the Papal Army is so small that the Pope would not have suffered it to fight in the vain attempt to put down an insurrection of his subjects. Had a spontaneous rising like this taken place, he would probably have been left to pacify his discontented people in the way which seemed best to them, so long at least as his temporal power only was concerned, France would not have considered itself bound to interfere, on the contrary, it is very generally supposed that the Emperor would have been glad to see the Roman difficulty settled in this way. But in point of fact there does not appear to be anything like a general desire among the inhabitants of the Papal States for a change in their government. This we have consistently maintained as regards Rome itself, but our knowledge of the state of feeling among the people of the other cities in the States was not so positive as to enable us to judge of what might happen there in the event of aid coming from without. We do not now even pretend to positive information on this point, but if it be true that everything has fallen back into its normally tranquil condition on the sudden disappearance of the invaders, it may very safely be inferred that the people do not want a change. As for Rome itself, we are assured on the best authority that a few days ago the city was as quiet, and almost as dull as any little country town in England. As for the statement that thousands of persons are crowded into the Papal prisons, they are mere exaggerations, of necessity so far beyond the truth as to be scarcely worthy of consideration.

The knowledge that something was about to take place which might involve France in a war was the cause of great commotion on the Paris Bourse, but the ignorance that prevailed as to what this might be, operated rather as an obstruction to business than in the depression of any particular class of securities. The rumours that gradually spread abroad that certain persons who were known to have good information were effecting sales, gave rise to rumours of every kind; evil reports regarding the Emperor's and the Prince Imperial's health being those most generally credited of late in the absence of any other more probable cause; the belief in the imminence of a war with Prussia, which was so long positively asserted to be about to take place, having at last been extinguished by the

clear and unambiguous statements of the Emperor, and the information which came from Berlin to men in Paris, who were pretty certain to get correct intelligence. For a time not even the most clearheaded politicians could explain the object of the meeting between the Emperors of France and Austria. Of course it was supposed that one part of it was the formation of an alliance between the two Empires in the event of France entering on a war with Prussia; but when it became clear that this war was not to take place, they were again at sea, and the reason of the preparations for a campaign which was inferred from the recall of officers on leave to their depôts, and the filling up of the skeletons of the different regiments, notwithstanding that the men were left to enjoy their furloughs, and that many were sent to their homes who had not fully completed their term of service, they were only the more puzzled; and they were not aided to deeper insight to what was about to happen by the rumours that continued to be circulated that Prussia was sending needle guns into Italy.

The first inkling which acute people had that there was something wrong between the Italian and French Government, or soon would be, was when the Italian Government remonstrated with France on its interference in the matter of the desertions from the Antibes legion. There can be no doubt that the French Government knew quite well at whose instigation these desertions were taking place, and the nature of the representations that were made to the men to induce them to desert; hence the mission of General Dumont, and the issue of the open and undisguised appeal to them by the French Minister to remember that they were bound to their flag by the same ties which held the soldiers of the French Army to their colours. The argument of the Italian Government which seemed so unanswerable, that by this interference France had acknowledged that it retained an armed force in the Papal States, and had therefore been guilty of a breach of the Convention was, naturally enough, treated with contempt by the latter power, knowing as it undoubtedly did, what was about to take place in the Pope's dominions, and knowing, or suspecting the part the Italian Government was to play in it.

If it should prove that the Garibaldians have really abandoned their designs for the present, there is very little chance of their renewing it until France is involved in a very serious difficulty with some other power, or in respect to her internal affairs. If the Italian ministry has learnt nothing else from the difficulty, it now knows what the French government will fight for; there is no room for doubt that the Emperor was terribly in earnest in this matter, and that principle was the motive of his action, and all considerations of policy were thrown aside. The dislike of Italians throughout France would astonish persons who might make inquiries on the subject, and they might reasonably wonder why this should be so,

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seeing that their Government had gone to war for an idea on the matter, and that previous to doing so, no such dislike of the Italians existed; and if the latter had not their love, they had what they commonly call their sympathy. The change, however, is very easily explained. The French soldiers, having entered Italy, as they were told, to liberate a down-trodden population, very naturally expected to be received with rejoicings by the population of the country. So little, however, was this the case, that the country people, more mindful of the traditions surviving among them from the date of the Peninsular War regarding the predatory propensities of French soldiers, had, for the most part, sent away the fowls and other denizens of the farm and poultry yards to a place of safety, out of the line of march; so that when the men composing the army of liberation, who were prepared to pay for what they wanted, held out their hands, and quacked and cackled to indicate what they required, there was very little of anything to be had, and prices went up, for such things as were to be had, to such a height, that the men paid shamefully exorbitant prices; and as French soldiers are generally well provided with pocket-money at the commencement of a campaign, and as they do not see the use of keeping that in their pockets which the events of the next day might put them in a condition to be unable to spend, they let it go for present enjoyment, to their regret since, and their disappointment at having been so shamefully imposed upon. The survivors of this campaign have long since returned to their homes, and, as the French system amalgamates men from all parts of France in one regiment, they have carried the accounts of the impositions to which they were subjected throughout the whole length and breadth of the country, and thereby created a universal feeling that the Italians are an ungrateful race; an opinion which is held of them by Frenchmen of a higher class for other reasons. Well, this feeling being already in existence, free play was given to the religious feelings of the people, and when it was announced that the Italian Government had, in defiance of the treaty it had entered into with France, resolved to profit by a breach of it, the indignation became so general that it is very questionable if the Emperor could have refrained from the energetic action he has taken, without exciting such an amount of discontent as would have, sooner or later, perilled his dynasty; at any rate, he would have made himself so unpopular, that it would very likely have gone down at some future time before adverse circumstances, which, otherwise, it might have withstood.

Though perfectly ready to have marched a force into the Papal States, regardless of consequences, the Emperor Napoleon will be well content if he is spared what he considers the necessity; it is far easier for him to get an army into Rome than to get it away from there. Of the right he has to send an armed force into the Papal States to repel invaders, under the September convention,

whether he is aided by Italy or not, there can be no question; his argument on this point is precisely the same as is used by Russia when it interferes singly with Turkey on behalf of its Christian subjects, viz., that the neglect of one of the parties to fulfil its engagements does not absolve the other from its liability. But assuming that France had crushed the insurrection, or, to speak more precisely, the invasion, what would it have done then? It is quite evident that the real difficulty would have begun at this point. The withdrawal of the army might have been followed by another invasion, and this might have been continued again and again; every withdrawal being succeeded by a renewed invasion, until a permanent occupation became an evident necessity. The only alternatives to such a state of things would have been the increase of the Papal army to such a strength as would have enabled it to act as the police of the States, or the contribution, by each of the Roman Catholic kingdoms, of a certain number of men to perform this duty, excluding the Italian Government from any share in it. Whichever of these courses had been adopted, would have been almost a matter of indifference, as they must have been paid by the states from whence they came in some way, the Papal Government being without the means of paying them. The mass of the population of the Papal States, it is true, do not complain of their impoverished condition, and their absolute inability to pay such taxes as are levied on them as the subjects of the King of Italy, nor have they the same reason, but they soon would do so if it were attempted to extort from them the amount necessary to pay a large army. To do the Papal Government justice, it would not attempt to do this; it does not attempt to do it even now with the small force it has at its command.

It may well be doubted how far the establishment of several bodies of foreign soldiery in the Papal States and Rome would be disagreeable, or otherwise, to the people. On the one hand, they would be benefitted by the expenditure of a large sum of money among them by the foreigners, which would be brought in from external sources; on the other, those persons who were not engaged in agriculture or trade of some kind, would probably suffer by a rise in the price of provisions and most other things. Moreover, the continued residence of large bodies of foreign troops in a country, inevitably gives rise to an amount of social disorder which no money can repay. It may be that this would be less in the case of bodies of volunteers who were impelled to join a standard by higher motives than merely mercenary ones, but it would be merely a question of degree.

There being these and other objections to the prolonged residence of foreign mercenaries in Rome and the Papal States, the question for the French Government would have been to provide for the safety of the latter. If the Roman Committee is nothing better than a myth, and is merely composed of a few enthusiasts who have not material support, and if it has not a large number of partisans

in the provinces, the French Government would have probably withdrawn, and left the States in the same condition they were in previous to the recent invasion. But though the number of dissatisfied persons in the Papal States, who were desirous of seeing the overthrow of the temporal power of their ruler, which, in the case of many of them, means who were themselves anxious to share in the government loaves and fishes, may have been small heretofore, there is almost certain to be a much larger number now who may keep up such an agitation as may eventually be successful. The invitation that will then probably follow to the King of Italy, if acted upon, will bring about exactly the same state of things we are passing through. It is, therefore, interesting to consider what would have happened, on the present occasion, if the French and Italian Governments had persevered in their avowed intentions; the one to send an army into the Papal States if the Garibaldians did not withdraw from them, the other to do the same thing if French troops were embarked for any such purpose.

Had such an occurrence taken place as the occupation of Rome by an Italian army, followed, immediately afterwards, by a French one, the result would most likely have been a collision, which could hardly have failed to lead to a war. Indeed, it is quite possible that if the army of Italy had been numerous, and the refusal to withdraw it positive, that the French army might have been directed upon Turin or Florence. The very mention of such a contingency has caused great trouble in Italy, especially in Florence. If such an event happened, the disruption of Italy would almost inevitably be the result.

After all, it is just possible that the whole affair may have been contrived for the purpose of showing the Italian nation that its government was absolutely powerless to obtain Rome, and that it could not even profit by the labours of those who were anxious and determined to bring it about, except at the cost of a war with France. But, however, this may be, there can be no doubt that Garibaldi was in earnest; whether anything will result from his freedom from the thalldrom to which he alludes in the following proclamation, a few days may decide:

"Italians! to-morrow we shall have completed our noble revolution by dealing the last blow to the tabernacle of idolatry, imposture, and Italian disgrace. The pedestal of all tyrannies, the Papacy, has received the curses of the whole world, and nations have their eyes fixed on Italy as upon a Saviour. And will Italy stop in her glorious mission through the arrest of a single man? Yielding to the desire of some friends, I came to my dwelling free and without conditions, and with the promise that a vessel should soon be sent me to take me to the continent. Now the man whose name resounds with shame to Italy, resorting to the precautions of the sbirri, prevents my return. In this position I only ask my fellow citizens to continue in the sacred work they have begun with the

calmness of a nation conscious of its power. To the army, to the people, I spoke of discipline when the people and the army, indignant with the cowardly servility which governs us, asked to be led to Rome. To the soldiers—I said that their bayonets should be kept for a more glorious mission, and that for the mercenaries of the Pope the butt ends of their muskets would suffice. Despite the evil genius which still weighs upon our land there is always one fact before us, the imposing fraternity of all the robust elements of the nation, the army, the people, and the volunteers. Woe to him who would throw discord among his brethren! And when Italy sees all her children united in the work, the cowards who were stopped by the foolish fears of foreign intervention will disappear. I repeat, then, you must achieve by whatever means the redemption of Rome, and if ever you think that my assistance is necessary, I rely upon it that you will consider how to deliver me.—G. GARIBALDI.”

The Papal Army, before the outbreak, consisted of the legion of Antibes—about 1,000 men, many having deserted; a regiment of artillery, effective, numbering 1,018, divided into five batteries (two foot, two mountain, and one coastguard); from this regiment 19 Swiss have lately deserted. The Zouaves amount to 2,396, many of them belonging to families of distinction, and holding Legitimist and Ultramontane opinions. These will undoubtedly fight, but 1,200 of them complete their time of service at the end of the year, and will leave Rome then should the Garibaldi movement be suppressed. The Cacciatori may be set down at 1,290 men, and besides these there remain 6,000 native troops and Gendarmes, whose fidelity, it is said, cannot be counted upon. This, however, is mere supposition; nothing has occurred to shew that it is well founded, and we know from an excellent source that the insurgents have sustained severe reverses.

An article in the *Moniteur* gives some interesting details of the effects of the new military arms. According to the writer the improvement made in cannon and muskets, far from increasing the slaughter on the field of battle, has diminished it. He gives the subjoined figures:—

“At Austerlitz the French loss was 14 per 100 of the effective engaged, the Russian 30 per 100, and the Austrian 44; at Wagram, the French 13 per 100, and the Austrian 14; at the Borodino, the French 37 per 100, and the Russians 44; at Bautzen, the French 13, and the Russians and Prussians 14 per 100; at Waterloo, the French 36, the Allies 31; at Magenta, the French 7, the Austrians 8; at Solferino, the French and Sardinians 10, and the Austrians, 8 per 100. According to the report of the United States’ General Rosencranz on the battle of Murfreesborough, it required 27 cannon shot and 155 musket balls to kill one man. For each soldier of the enemy killed there was an expenditure of 900 pounds weight of iron. The mortality in armies is not due to the field of battle, but to disease;—bivouacking on cold nights, halting in the

mid-t of snow, marches under a burning sun—these are the real and terrible foes of the soldier."

I cannot say that the report that a corpse was actually stuck up and shot at with the view of getting the information furnished in the following paragraph is true, but I know that the discussion which was raised about the deadly nature of the wounds caused by the bullets fired from the needle-guns renders it very probable; though if the inference is drawn from the brutal experiments, for such they appear, that the same amount of damage would be caused to the living body, it would most likely prove erroneous:

"Dr. Sarazin, a professor of the Faculty of Strasbourg, has occupied himself with a series of experiments, performed with the assistance of various surgeons, of which the object has been to ascertain the character of the wounds produced by the Chass-port rifle. Comparative experiments were made on subjects with the carbine of the Chasseurs. The principal conclusions which he draws are:—That at short distances the orifice of exit of the ball from the body is enormous—from seven to thirteen times larger than the ball. The arteries and veins are cut transversely; the muscles torn and reduced to pulp; the bones are shattered to a considerable extent, and out of all proportion with the dimensions of the projectile. The carbine produced far less disastrous effects, and analogous to those described in treatises on military surgery."

Probably no announcement of the death of a private individual produced a greater sensation than that of the Sor Patrocinio. In the minds of many she looms as a dark mysterious fate which hangs over the King and Queen of Spain, pushing them before it with a force they have no power to resist. The telegraph has brought the correction of the report, as it did the report itself. The explanation of the origin of the report is this. It is the custom when a nun dies, to transmit the intelligence to all the convents of the Order by the telegraph, so far as this is practicable; thus it happened that a copy of the following telegram was taken to the Minister of the Interior "Sor Patrocinio ha muerto; rueguen ustedes por el descanso de su alma!" Sister Patrocinio is dead; pray for the repose of her soul." Directly the Minister received this, he took it to Marshal Narvaez, and then to the palace. The telegram was published in the evening papers, and was transmitted by the telegraphic agents over the whole of Europe.

[The events which have succeeded each other with so much rapidity since the above letter was in type, may be briefly summed up. The Italian Government has avowed its inability to prevent the passage of Garibaldians into the Papal States, and is ready to take the consequences. Garibaldi was permitted to leave Caprera, and to show himself publicly in Florence without any attempt being made to arrest him, and he has since placed himself at the head of the invaders, and is reported to have gained a victory at Monte Rotondo, and to be laying siege to it. The people of the States hold

aloof from him. The report that 12,000 Romans had asked that the Italian troops might be admitted into Rome, is declared to be false. The French soldiers are at Civita Vecchia ; and a fleet of French ironclads is reported to be on its way to the Adriatic.]

EDITOR'S PORTFOLIO ;

OR,

NAVAL AND MILITARY REGISTER.

The last Indian mail has brought us quite as full details as we can expect as to the officers and corps that are to form the Abyssinian Expedition. All these are duly noticed elsewhere in our pages, and we now only allude to the matter in order to quote the following sensible remarks of the "Bombay Times."

"We believe it is not yet settled where the point of debarkation will be ; but it is tolerably certain it will not be at Massowah. In all probability Amphilla Bay, further south than Massowah, will be chosen, on account of its more spacious anchorage, which, at Massowah, is far too limited to accommodate so many ships. The march to the highlands of Abyssinia from Amphilla would also be somewhat shorter than it would be from Massowah, though it would on that account probably also be more abrupt than the latter. But no such dread of the journey and of its hardships is experienced on this side of Suez, as, judging from the newspaper correspondence, appears to be entertained at home. Visions of whole regiments perishing before the attacks—not of Theodorus and his disaffected army, but of the guinea-worm and the tsetze fly, are regarded as the dreams of people whose knowledge of the country is by no means commensurate with their powers of imagination. Of course difficult and trying marches, scarcity of water and provisions, and an intensification of the other hardships incidental to almost every campaign, are expected ; but being forewarned our officers are forearmed, and these difficulties will be overcome."

It is a pity that English journalism should lay itself open to such a rebuke ; but it has been well earned by the alarmist letters and leaders that have been so plentiful of late, and we would fain hope that it may have some effect in checking such discreditable exhibitions in future. "A wretch whose predominant passion is fear," as Dr. Johnson designates a coward, may be an object of pity so long as he endeavours merely to keep out of harm's way, but when he comes forward, and tries to infect others with his fears, he deserves very different treatment.

When, in June last, the projected attack on Chester Castle occasioned the issuing of some instructions from the War Office, regarding the employment of Volunteers in case of riot, those instructions were very generally regarded as inadequate to the occasion, it being absurd to suppose that men armed with rifles and revolvers could be effectually dealt with by others, whose only weapon was to be a constable's staff. After quite a sufficient lapse of time, a new Memorandum has been issued, which cancels the former one, and therefore we print it here, merely remarking that it is to bear the original date, viz., June 13, 1867.

"1. Questions having arisen as to the power of the civil authority to call upon the volunteer force to act in aid of the civil power in suppression of riot or public commotion, and as to the duty of the members of the volunteer force, if so called upon, the following circular is issued for the general information of that force, in accordance with the opinion of the law officers of the Crown.

"2. Her Majesty's subjects are bound, in case of the existence of riots, to use all reasonable endeavours, according to the necessity of the occasion, to suppress and quell such riots; and members of the volunteer force are not exempted from this general obligation, and they may, in common with all other her Majesty's subjects, be required by the civil authority to act as special constables for such purposes, but they must not, when so acting, appear in their military dress.

"3. The civil authority is not, in any case, entitled to call upon or order volunteers to act as a military body in the preservation of the peace.

"4. In case of riots and disturbances not amounting to insurrection, and not having for their object the commission of felonious acts, or the subversion of the civil government, special constables, whether members of the volunteer force, or others, should be armed with the ordinary constable's staff.

"5. In cases of serious and dangerous riots and disturbances, the civil authority may require her Majesty's subjects generally, including members of the volunteer force, to arm themselves with and use other weapons suitable to the occasion; and such other weapons may be used accordingly by members of the volunteer force, according to the necessity of the occasion.

"6. In the event of an attack upon their storehouses, or armouries, members of the volunteer force may combine, and avail themselves of their organization to repel such attack, and to defend such storehouses and armouries, and for such purposes may, if the necessity of the occasion require it, use arms.

"War Office.

"LONGFORD."

This last clause shows that attacks on storehouses or armouries is

regarded as a possible contingency—indeed, it would be folly to doubt it—and, therefore, it need excite no surprise that it has been thought advisable to insert a Circular to Commanding officers of Volunteers on that subject.

“SIR,—I am directed by Secretary Sir J. Pakington to inform you that, in consequence of the frequent representations which have been made to him respecting the insecure state of the armouries and magazines of volunteer corps, he deems it expedient to direct your attention to the following points :—

“It is necessary that a volunteer corps should be provided with an armoury of sufficient size to contain all its arms, and it is the duty of the commanding officer to see that the armoury is kept at all times as safe against attack as circumstances will permit ; but if, with a view to increasing the security of the arms, he deems it advisable to give them into the custody of individual members instead of keeping them collected in one place, he is at liberty to do so, on the condition, however, of their being periodically inspected, as prescribed in Article 147 of the Volunteer Regulations and Volunteer Circular No. 27, and with the understanding that the adoption of this course will not affect his responsibility to the Secretary of State for the arms which have been issued by the government to the corps.

“If circumstances arise which render it desirable that the arms of a corps should be returned into a government store as a temporary measure of security, the commanding officer will represent the particulars of the case to the Secretary of State, who, if he considers it necessary, will authorise the arms being thus disposed of, either at once, or when the commanding officer may deem expedient. If sanction be given for the removal of the arms, the corps will be supplied by the War Department with arm chests for the purpose.

“Commanding officers will be careful not to demand, at one time, a greater quantity of practice ammunition than that which they are prepared to keep in safety until it shall have been expended.—I have the honour to be, Sir, your obedient servant,

“EDWARD LUGARD.”

The Fenian rescue trials being now held at Manchester, we purposely abstain from comment at present.

Although sixty-two years have now passed away since the battle of Trafalgar, and the British Navy has seen sharp service in every part of the world in the interval, it is undeniable that that great victory has as yet had no rival. In saying this, we fully bear in mind Algiers, Navarino, and Acre—we give due credit for the interchange of hard knocks with the Russians, as with the Paraguayans, the Chinese, and the Japanese ; but in none of these instances was our

maritime supremacy at stake. We fought them with ships certainly not more efficient than our own, and, in spite of all that we hear of French or American iron-clads and monster guns, we feel assured that we shall do so again, whenever the occasion may arise. That this may be long deferred every one must wish, but it is absolutely necessary that we should not trust to the recollections of the past. We must be "up and doing" if we would be safe, for not the most persistent lover of peace can deny that the political atmosphere is charged with troubles, and these must not be allowed to find us unprepared.

Some years ago, when the new Kingdom of Italy had just been called into existence by the will of Napoleon III, we remarked, that to be the mere tool of a French Suzerain would be found to be neither dignified nor pleasant. So it has proved several times, but perhaps never more notably than in the course of the last month, when the mere assembling of an expeditionary force at Toulon has driven the intriguing Rattazzi from office, and obliged Victor Emmanuel to profess an intention of keeping to his bargain in the matter of the September Convention. A fresh attempt at evasion has caused the expedition to sail, and for any injury that it may do to the cause of Italy, Rattazzi and Co. have only to thank themselves. No one can dream for an instant, that the Garibaldian invasion of the Papal States would have been attempted without the connivance, at least, of the Italian Government, however that Government may have tried to deceive the world by arresting the "Liberator" at the last moment. This was rather a shallow trick, and it has not saved its authors from a deep humiliation—that is, if such men can be humiliated. Their real master at the Tuileries has stretched out his hand, and all their fine schemes, whether of "completing Italy" by seizing on Rome, or substituting a Republic for the rule of *Il Ré Galantuomo*, have toppled over like a child's house of cards. And these are the men who have fancied that Italy is to be the arbiter in the coming war between France and Prussia! Mr. Cobden, when, in public he talked of "crumpling up the Czar like this sheet of paper"—which he held in his hand—was a sagacious statesman in comparison.

We confess ourselves to be so far behind the age as to think that even the temporal power of the Pope may very probably suit the

great body of the Romans better than the Red Republic which Garibaldi kindly wishes to force on them. At all events, the red-shirted rabble have made one irruption in vain, and have received such a dressing from the Papal troops as ought to keep them in order for some time to come. On this matter the di-ingenuousness of our newspaper writers is remarkable. Had the Garibaldini succeeded, we should have had every petty skirmish magnified to the proportions of a Custoza or a Sadowa, but a line or two is all that can be afforded to the success of the Papal troops, though some of the best blood in Europe is to be found in their ranks. It is, of course, mortifying to writers who have been declaring for years that the Pope could not remain an hour in Rome without a French garrison, to find how utterly they have been mistaken; but still they cannot get rid of the facts, which are so damaging to "Liberalism," as understood by those

"——— who build all faith upon

The holy text of pike and gun;"

they cannot deny that the Romans showed no sympathy with their uninvited "Liberators," and that these "Liberators" have made as poor a fight of it as half the number of Fenians might have done. They cannot allege that their favourites were crushed by French intervention, as they were fairly beaten ere the Emperor put his little gentle pressure on their abettors, the Rattazzi Cabinet; and, therefore, they may as well allow that even the Papacy in its need can find some men whose motto is "*Frappes vile et frappez fort*," and who are quite prepared to act up to it, when the occasion is given. The appearance of Garibaldi himself on the scene may give a few small triumphs to his cause, but if he and his followers stay to try conclusions with the French just landed at Civita Vecchia, it needs no prophet to tell the result.

CORRESPONDENCE.

[With a view of promoting the interests of the United Services, this department of the MAGAZINE is open to all authenticated communications, and therefore the Editor cannot hold himself responsible for the opinions expressed.]

OPEN AND CLOSED VENTS.

Sir,—I observe that the question of the relative merits of open and closed vents in sponging heavy guns, has been lately discussed in some contemporary prints.

It has certainly a somewhat ancient look in these days of giant breech-loaders, yet, the great number of muzzle-loaders still mounted on our defences, and the terrible accidents which still occasionally happen from premature explosions in serving them, invests the subject with a certain degree of importance, in the consideration of which, the Infantry, on whom, as auxiliary gunners, the service of these pieces would probably devolve, appear to me in some measure concerned. I therefore am induced to trouble you with a few brief remarks thereupon.

The views generally taken of the subject are two:

1st. That the vent should be open, so that the introduction of the sponge may drive out all particles remaining in the bore—the openness of the vent preventing any compression of the air in the bottom of the bore, which might increase its elasticity and power of supporting combustion, and also interfere with the free movement of the sponge head; and:

2ndly. That the vent should be closed, so that any fiery particles remaining in the bore may be extinguished by the exclusion of the air—a view which, I need not say, has been accepted in our artillery exercise books, and in those of the United States, of France, and I believe of most continental nations.

Now, I wish to learn whether any experiments have been made in this matter with garrison guns.

My own impression, although I do not pretend to an intimate knowledge of the subject, is, that the above conclusions are pure theory, and, withal, somewhat mythical.

With short guns of small bore, such as were generally used for experiments in the days of Hutton, Desaguilliers, and others, it was, no doubt, possible to employ sponges, so 'high,' as to be veritable air-tight pistons. But, with long guns of larger calibre, the limit of the 'highness,' or tightness of fit in the bore, is soon reached if a sponge is to be at all manageable, and there appears to me to be no reason to suppose that the air is in practise either excluded, or compressed in sponging a gun, with an ordinary 'high,' sponge, any more than in loading an Enfield Rifle that has been fired a few times and become hot.

If I am right, it would seem that the beneficial action of the sponge is purely mechanical, and that premature explosions are attributable not to an open or closed vent, but to neglect of carefully and thoroughly working the wet sponge in the bottom of the bore, a point which I have observed is often neglected, and hurried over, even by well-trained gunners, from a desire to work 'smart.'

I would observe that the practice of stopping the vent is, no doubt, useful, in preventing particles which have been loosened by the pricker, from being blown back into the vent.

I will not trespass on your space by suggesting any methods for ascertaining the real state of the air in the breech during sponging, and its powers of supporting combustion, as they will readily present themselves to any of your readers who may deem the subject worthy of their consideration.

I am, Sir,

Yours obediently,

AN OLD INFANTRY MAN.

CRITICAL NOTICES.

WITH MAXIMILIAN IN MEXICO. From the Note-book of a Mexican Officer. By Max, Baron von Alvensleben, late Lieutenant in the Imperial Mexican Army.

Anything from the pen of an eye-witness of the "decline and fall" of the ephemeral Mexican Empire, has a claim on attention, and Baron von Alvensleben is an agreeable writer, although, we must confess, that he does not tell us as much about Maximilian personally as his title would lead one to expect. His book is rather a series of portraits of various Mexican "notabilities,"—the traitor, Lopez, among them—a brief notice of service with the foreign legion, and afterwards in command of a detachment of contra-guerillas, who, apparently, neither gave nor received quarter, and a large number of personal adventures, which are certainly romantic, and may be, by some people, thought to border on the marvellous. Be that as it may, the book is a very readable one, and if it does not add much to our knowledge of the political situation, it does what is much better, by giving us a good idea of the state of the people under the sway of the republican authorities; for, owing to his being taken prisoner at Camargo, the author saw far more of the Juarists, Escobedists, &c, than of the Imperialists. He seems, on the whole, to have received fair treatment at the hands of his captors, and as it is avowedly his design to describe things exactly as he found them, his narrative gives the impression that there really is something to be said on the Mexican side, and that the melancholy fate of the Emperor Maximilian leaves almost as deep a stain on the French as on Juarez.

THE SAILOR'S WORD-BOOK. By the late Admiral W. H. Smyth; revised for the Press by Admiral Sir E. Belcher, K.C.B., &c.

A pressure of other matters obliges us on the present occasion to confine ourselves to the mere announcement of the publication of this admirable work; but in our next Number we shall give such an analysis of its contents as may convey a fair idea of its value and interest.

OLD SIR DOUGLAS. By the Hon. Mrs. Norton, Author of "Lost and Saved," &c. 3 vols.

Anything from Mrs. Norton's pen is certain both to deserve and to receive the favour of her readers, and with so congenial a theme as she has now chosen, even an increase of her popularity may confidently be claimed. Her motto gives a clue to the nature of the work, "Slander is shipwreck by a dry tempest," as it is the slanderous tongue of a sister-in-law that works all the mischief between Old Sir Douglas and his young wife, helped, it must be confessed, by some well-meant, but injudicious conduct on the part of both, which prevents their coming to an explanation, and thus defeating her schemes. Sir Douglas Ross, a middle-aged soldier, goes to Italy with the view of reclaiming Kenneth, a favourite nephew, from ruin, and there he falls in love with and marries Gertrude Skifton, to whom the nephew has already proposed, and been refused. On the concealment of this fact from Sir Douglas all the subsequent embarrassment turns. Kenneth, who in the meantime has married a Spanish lady, returns to Scotland, and seems to take a malignant pleasure in making it appear that there is some secret understanding between him and Gertrude, who, on her part, refrains from complaint, lest it should induce his uncle to discard him. This concealment gives a much desired opportunity to Alice Ross, the baronet's half-sister, who, displeased at finding herself supplanted by a wife—a

thing that she had never expected—plots against Gertrude, and by forging letters with the assistance of an adventurer to whom she is secretly married, she makes out a case of dire suspicion, on which Sir Douglas too readily acts, and goes to the Crimea, believing himself a dishonoured husband. After many difficulties, a reconciliation is effected by Lorimer Boyd, a true friend to both husband and wife; and Alice Ross and her villanous husband meet with their deserts; he, "hunted down at last," and on his death-bed succoured by the injured Gertrude; Alice, the victim of a sham marriage, and left to pine out her days in misery. It is easy to see that some, at least, of the characters of the tale are drawn from the life. The character of Alice is certainly "too strange not to be true;" poor, foolish, kind-hearted Lady Charlotte enlists our sympathies, quite as much as they are repelled by the haughty Dowager Lady Clochnaber, who is as odious a specimen of dour Puritanism, as was ever depicted. Yet she is the mother of Lorimer Boyd, without whose continual good offices Old Sir Douglas and his wife would never have come to understand each other. How all this is accomplished, we shall not attempt to tell, but leave the book to charm its reader with a variety of interesting matters that we have not even indicated.

FAIR WOMEN. By Mrs. Forrester. 3 vols.

Few assertions are more generally accepted than that which maintains that women can be truly depicted only by themselves; but if any one was inclined to doubt it, he would soon be convinced of his error by a perusal of Mrs. Forrester's very pleasant and spirited work. Of course, there is a heroine, but she is only one of a galaxy of fair dames, whose loves and hates, trials and triumphs, absolutely demand a woman's pen to do them justice, and are happy enough to receive it. Winnifred Eyre and Flora Champion are cousins, being alike the granddaughters of Sir Howard Champion, a haughty old baronet, but as Winnifred's mother has made a runaway match with a handsome gentleman farmer, the relationship is kept in the background as much as possible, and hence flow all the misunderstandings that arise between the heroine and the hero, Mr. Hastings, who is as proud as Sir Howard himself, and, though deeply in love, cannot think of a farmer's daughter as fit to be his wife. The struggle between love and pride is long and severe, but we hardly need say which eventually carries the day. Winnifred finds friends who bring her forward in society, and her grandfather, when she does not need his help, relents, and makes her his favourite, instead of the passionate and scheming Flora, who, after having tried all her arts in vain on Mr. Hastings and two or three other men, makes a prize of a rich old bachelor, and is left apparently content with her bargain. Another *mariage de convenance* is effected by another fair lady, Marion Alton, which she lives to bitterly repent; but the cholera relieves her from her unamiable lord, and leaves her at liberty, as a rich widow, to bestow her hand where her heart has all along been, on a poor officer, Colonel d'Aguilar, whose character is finely delineated, showing that Mrs. Forrester can depict either sex equally well; neither is it to the young only that she devotes herself. Lady Grace Farquhar, Mrs. Champion, the scheming mamma of Flora, and Madame de Montolieu, the French *émigrée*, are all excellent in their way, and show a rare facility in sketching people of the most opposite pursuits.

THE ADVENTURES OF AN ARCOT RUPEE. By Major Charles F. Kirby, Retired List, Madras Army. 3 vols.

This work may be seen in every line to be the production of an "Old Indian," who, from personal experience, describes men and things as they were in and around the Madras presidency some sixty years ago,

and he delineates them very vividly and picturesquely. The chief features of the Duke's Indian career, especially in his Mahratta campaign, are well sketched, and the description of the great battle of Assaye is exceedingly graphic. But our author has another object beyond describing past military events, and he tells the tale of the Mutiny at Vellore, and how it was dealt with, and the result of that wholesome severity on the Madras Sepoy, in a way to furnish useful hints as to our dealing with any future Army. He proves conclusively that the native Mutiny of 1857 would never have occurred, however much the rule of the Feringhee might be disliked, but for the absurd petting and pampering which the Bengal "high caste" Sepoy received, and the absolute infatuation which left treasures and magazines to the guard of natives only. We may hope that this, and the training of native artillery, will not be again resorted to; but such a reminder as Major Kirby's book supplies, under the guise of an agreeable narrative, can never be superfluous.

UNDER THE PALMS IN ALGERIA AND TUNIS. By the Hon. Lewis Wingfield. 2 vols.

Unlike the majority of British winter visitors to Algeria, Mr. Wingfield made it his business to traverse the country from one end to the other, and also extended his researches to Tunis, with the view of seeing for himself the contrast between them. His conviction is strong that Algeria is rising certainly, though slowly, from barbarism, under the rule of the French, and that Tunis, remaining Mussulman, is every day sinking lower and lower. French administration, however, has many drawbacks, the chief one apparently being, that an overstrained care for the natives (something akin to our "Aborigines Protectors" doings,) has hitherto prevented the European colonists from having anything like fair play. Yet cotton cultivation is daily extending itself, and there seems good reason for the belief that it will continue to do so, until a large part of the supply needed by European manufacturers will be furnished by Algeria. Of the two classes of natives. Mr. Wingfield infinitely prefers the Kabyle, who seems fairly entitled to the appellation of "the noble savage," whilst the Arab is depicted as a very indifferent fellow indeed. A journey of about four months took our author from Algiers to Constantine and Bona; next came a sea trip to and from Tunis; then a glimpse of the Sahara, and so back to Algiers, whence a visit was paid to the Western Province, in which stands Oran, where he took his leave of Algeria, but apparently with a design of revisiting it; and to induce others to follow his example, he closes his book with some sensible advice to travellers, which is all the more necessary, as the route he took is, as he says, "through a country virtually unknown to Englishmen, a land at present a blank to British commercial enterprise; and as yet undelved by the indefatigable Mr. Murray." He does not attempt to conceal the fact that the "civilization" introduced by the French is but skin-deep, and extends very little beyond the chief towns, so that a good deal of "roughing it" must be expected in attempting to follow his route; but he thinks that the beauty of the greater part of the scene, and the novelty of it all, will make ample amends; and so well does he state his case that we feel quite inclined to believe him, and willing to second his recommendation.

OBITUARY.

Admiral the Right Hon. Lord Maurice F. F. Fitzhardinge, G.C.B. died at Berkeley Castle, Gloucestershire, on Thursday, the 17th October. The deceased peer entered the Navy in June, 1802, and distinguished himself in 1803 at the capture of a schooner by boats; commanded the gunboats in the *Tagus*, co-operated with the troops in the lines of Torres Vedras, and was thanked in public orders by the Duke of Wellington. He commanded the *Thunderer*, 84, at the capture of St. Jean d'Arc, for which he was made a Companion of the Order of the Bath, and received the gold medal. The gallant lord was one of the Lords Commissioners of the Admiralty from April, 1833, to December, 1834; from July, 1837, to March, 1839; and again from July, 1846, till March, 1852, and, subsequently, from December of the same year to 1857. From December, 1832, and for a long series of years, he represented Gloucester in the House of Commons. On the death of his elder brother, the late Earl Fitzhardinge, in 1857, he became a claimant for the barony of Berkeley, by tenure of Berkeley Castle, in which he was unsuccessful, and was immediately afterwards created Baron Fitzhardinge, of the city and county of Bristol, in the Peerage of the United Kingdom. He was made a Privy Councillor in 1855, and a Grand Cross of the Order of the Bath in 1861.

Major George Longmore, late of the Royal Staff Corps, died at Cape Town, on the 8th of August, aged 80. After being attached for some time to the Staff Corps then stationed at Hythe, under the command of Sir Benjamin D'Urban, he proceeded to the Peninsula, and served there through several of the campaigns, for which he obtained the War Medal and four clasps, for Badajos, Nivelle, Nive, and Toulouse. Several years later he was stationed successively in Canada and at Mauritius, and held for some time the appointment of Acting Surveyor-General there. He sold out of the Army in 1832, and soon after was sent to the Cape as a Special Justice. Subsequently he held in succession the offices of Resident Magistrate of Wynberg, Colonial Aide-de-Camp, and Sergeant-at-Arms to the House of Assembly. Major Longmore was distinguished for his devotion to literature, and as such had the privilege of corresponding with Sir Walter Scott. He was the author of a large amount of poetical compositions. He also produced a series of prose tales, of very considerable literary ability, made up from his reminiscences of the Peninsula and the Peninsular War.

Deputy Inspector-General James Macgregor died on October 1, at 30, York Crescent, Clifton, aged 57. He entered the service in July, 1834, was made Surgeon in December, 1844, Surgeon-Major, November, 1859; and Deputy Inspector-General in January, 1862.

Lieutenant-Colonel John Lucas Wilton, C.B., late of the 50th Foot, died on October 11, at Southampton, aged 65. He served the Sutlej campaign of 1845-46, with the 50th Regiment; was sent to take command of the fort and cantonments of Loodianah, but was subsequently present with the 50th Regiment in the battles of Aliwal (severely burnt by an explosion of one of the enemy's tumbrils) and Sohraon, very severely wounded, being shot in the hip, and seven severe sabre wounds in the left shoulder, right arm broken (medal and clasps). Served the Eastern campaign of 1854-55, including the battles of Alma and Inkermann, at the latter in command of the right wing 50th Regiment throughout that day, being sent to support the 1st Division, and com-

manded the regiment at the fall of Sebastopol (medal and three clasps, C.B., Knight of the Legion of Honour, Sardinian and Turkish medals, and 4th Class of the Medjidie).

Colonel Charles Liardet, late of the Madras Army, died on September 29, at Myrtle Bank, Handsworth, Yorkshire, aged 65.

Lieutenant-Colonel Edward Osborne Broadley, late unattached, and formerly of the 32nd Foot, died on September 6, at Cork, aged 64.

Admiral Benedictus Marwood Kelly died on September 26, at Saltwood House, near Bath, aged 82. He entered the Navy October 19, 1798, as A.B., on board the *Niger*, 32, and next served six years in the Gibraltar, 80, and in her assisted at the capture of Admiral Perrée's squadron of three frigates and two brigs, June 19, 1799; attended the expedition of 1800 and 1801 to Ferrol and Egypt, and was wounded in the attack on the French works on the island of Elba. He was promoted to Lieutenant, January 31, 1806, in the *Adamante*, 50, and on May 6 following assisted at the capture of the Spanish frigate, *La Reparadora*, 30 guns and 315 men. In August, 1807, he removed to the *Dædalus*, 32, and contributed, in December, 1808, to the capture of the island of Samana, St. Domingo, and two privateers, the crews of which were subsequently taken by a detachment under his command. On September 28, 1818, he obtained command of the *Pheasant*, 22, and was employed on the coast of Africa until February, 1822. He obtained post rank July 19, 1821; Rear-Admiral on Reserved list, March 8, 1852; Vice-Admiral October 2, 1857; and Admiral, April 27, 1863.

Major-General Thomas Budgen, on retired full pay, Royal Engineers, died on October 10, at Jersey, aged 72. He entered the service, January, 1814; became Lieutenant, August, 1814; Captain, May, 1835; Major, November, 1846; Lieutenant-Colonel, September, 1849; Colonel, November, 1854; and Major-General, August, 1856.

Captain John Croome, of the 96th Foot, died on October 3, at Tewkesbury, aged 36. He entered the service, July, 1851; became Lieutenant, July, 1853; and Captain, August, 1860. He served with the Queen's Royals in the Kaffir war in 1853 (medal). Throughout the campaign of 1860 in North China, including the action of Sinho, assault and capture of Taugku, taking of the Taku Forts, actions of Chauhauwau and Paliatchow, and surrender of Peking (medal with two clasps).

Ensign Thomas Richard Martyr, of the 19th Foot, was accidentally drowned on August 20, while crossing the river Bungreel, in India. He entered the service, August, 1866.

Captain Alexander Hawthorn, of the 9th Bombay Infantry, died on September 1, at Malligaum.

Surgeon-Major David Scott, M.D., of the Bengal Army, died on Sept. 16, at Umballah, aged 44.

Commander Hugh Price died at the Moorings, Menai Bridge, aged 74. This officer entered the Navy, February 28, 1807, as supernumerary, on U. S. MAg. No. 468, Nov. 1867.

board the Northumberland, 74, bearing the flag of Hon. Sir Alexander Cochrane, Commander-in-Chief in the West Indies, where, until April, 1810, he served in the *Heurenx*, *Hart*, *Julia*, *Heurenx* again, and *Forester*. He then returned to England with convoy in the *Blonde* frigate, and in January, 1811, after having been for six months borne at Woolwich on the books of the *Thisbe*, 28, and *Safeguard*, was received on board the *Crescent* frigate, attached to the force in the Baltic. He served next at *Halifax*, from April, 1813, to October, 1815, in the *Bold*, 14, *Narcissus*, 32, and *Centurion*. The *Bold* was wrecked in the Gulf of St. Lawrence, September 27, 1813. His Commander's commission is dated July 24, 1862.

Major Abraham Richmond Fuller, of the Royal Artillery, was drowned on August 20, while crossing the river Bungeel, in India. He entered the service, June, 1845, became Lieutenant, January, 1849; Captain, August, 1858. He was engaged in the action at *Shaligune* on July 5, 1857, and again in the action of *Agra* on October, 10 (medal).

Major-Gen. Donald Campbell, on retired full pay, Royal Marines, died on June 23. He entered the service, July, 1803; became Lieut., Aug., 1805; Capt., July, 1826; Major, Nov., 1841; Lieut.-Col., Jan., 1843; Col., June, 1854; and Major-Gen., June, 1855. He served during the French war, and had the silver war medal and clasp.

Lieut.-Col. R Handcock, on retired full pay, 46th Foot, died on Sept. 19th, at *Balnain*, *Cheltenham*, aged 80. He entered the service, Sept., 1805; became Lieut., Nov., 1806; Capt., July, 1818; Major, Jan., 1837; and Lieut.-Col., Nov., 1854. He accompanied the expedition to *Hanover* in 1805; joined the army in *Sicily* in 1806, and was employed with its various operations from 1806 to 1810; went with the expedition to *Naples*, and was present at the capture of *Ischia* and *Procida*; returned to *Sicily*, and employed against the French army in 1811. Served in *Spain* during 1812 and 13, including the battle of *Castalla*, siege of *Tarragona*, and affair of *Villa Franca*. Also the campaign of 1815, and was severely wounded at *Waterloo* (medal).

Lieut. David Lyall Grant, of the 50th Foot, died on Sept. 25, at 204, *Union Street*, *Aberdeen*, aged 25. He entered the service, May, 1861, and became Lieut., Jan., 1866. He served in the *New Zealand* war, and was dangerously wounded (gunshot wound of right breast) at the repulse of the enemy's attack on the camp at *Nukumaru*, on Jan. 15, 1865.

Lieut. Charles Tudor, on half pay, 23rd Dragoons, died Sept. 18, aged 86. He entered the service, April, 1804; became Lieut., Oct., 1808; and retired on half pay, Jan., 1818. He served in the *Peninsula* and at *Waterloo* (medal).

Admiral John F. Studdert died at *Kilrush* lately. This officer entered the Navy, August 25, 1803, on board the *Niobe*, 40. He accompanied, in the *Dannemark*, 74, the expedition to *Walcheren*. He was nominated in the course of 1810, Acting Lieutenant of the *Opossum*, 10, on January 26, 1811, he was confirmed: and in the ensuing October he was appointed to the *Marlborough*, 74, on the home station. In the spring of 1814 he was sent with a summons to the French Commandant at *Flushing*, from whom, as soon as the preliminaries had been settled, he received the surrender of that place. He left the *Chatham*, May 25, 1814; was advanced to the rank of Commander, August 12 following; and was next, June 1, 1824, appointed to the *Champion*, 18. In India he

joined in the operations then in progress in Ava, and was intrusted with the duty of keeping open the navigation between Rangoon and Prome. At the close of hostilities he superintended the final proceedings and arrangements of the naval armament; and on April 1, 1826, he took formal possession, with three other Commissioners, of the provinces which had been ceded by the recent treaty of peace. On February 21, 1828, Captain Studdert, whose post commission bears date January 9 in that year, assumed command of the *Success*, 28, also on the East India station. He was placed on half-pay in the following August; and in the early part of 1848 he accepted the retirement. His Admiral's commission bears date April 24, 1865.

Captain Julius Goldner, late of the Indian Army, died September 15, at Brighton.

Commander John Prince, R.N., died at Shincliffe Hall, Durham, on the 11th instant, in his 82nd year. He entered the Navy, May 30, 1800, as a volunteer, on board the *Ariadne*, 20. Between February, 1802, and the date of his promotion to the rank of Lieutenant, November 7, 1807, he served on board the *Amphion*, 32, *Africaine*, 38, and *Resolution*, 74. Soon after his promotion Mr. Prince joined the *Forester*, sloop, stationed in the North Sea. In December, 1807, he went back to the *Resolution*; in 1809 he served with the flotilla during the operations in the Scheldt; and between February, 1810, and September, 1816, he was employed on the Mediterranean and on the West India and Home stations, in the *Rodney*, 74, and *Ville de Paris*, 110, *Rodney* again, *Leonidas*, 38, and *Nautilus*, 18. He accepted his present rank October 16, 1841.

Captain George Swaby, late of the Military Train, and formerly of the 18th Royal Irish Regiment, died on October 15, at Wrotham Villa, Broadstairs, aged 43.

Captain Alexander Walker, of the 38th Foot, died July 28, at the Murree Hills, of cholera. He entered the service February, 1855; became Lieutenant, July, 1855; and Captain, June, 1864.

Captain George Edward Cannon, late of the Cape Mounted Rifles, died August 30.

Major-General John Birtwhistle died on October 6, at Cheltenham, aged 75. He entered the service, April, 1813; became Lieutenant, January, 1812; Captain, May, 1824; Major, June, 1838; Lieutenant-Colonel, November, 1851; Colonel, November, 1854; and Major-General, August, 1865. He served the campaign of 1814 in the South of France with the 32nd. Also, the campaign of 1815, including the battle of Quatre Bras (slightly wounded), retreat on June 17, and battle of Waterloo, severely wounded (medal).

Major Conyngham Jones, of the 60th Rifles, died on September 16, at Birmingham Hall, West Cowes, Isle of Wight, aged 39. He entered the service, February, 1848; became Lieut., October, 1852; Capt., May, 1856; and Major, April, 1859. He served in the campaign against the mutineers in India from June 3, 1857, including the battle of Budleeke-Serai and taking before Delhi; the subsequent siege operations, until severely wounded on June 23. Served the campaign in Rohilcund in 1858, including the actions of Bugawalla and Nugena, relief of Moradabad, action on the Dojura, assault and capture of Bareilly, attack and bombardment of Shahjehampore, defeat of the Rebels, and relief of the garrison, capture of the fort of Bunnai, pursuit of the enemy to the

left bank of the Goomtee, and destruction of the fort of Mahomdee, attack on and destruction of Shahabad, action of Bunkagong, campaign in Oude, in 1858-59, including the action of Pusgaon, and commanded the 1st Battalion at the battle of Risoolpore, attack and capture of Fort Mittowlie, wounded (Brevet of Major, medal and clasp)

Major James Wardlaw died October 3, at Belmaduthy House, Ross-shire.

Major Christopher Sullivan Fagan, of the Madras Staff Corps, and Commandant of the 1st Infantry Hyderabad Contingent, died on Aug. 24, at Hingolee, Deccan. He entered the service, December, 1844, became Lieut., February, 1849; Capt., February, 1859; and Major, December, 1864.

Major-General George Hildebrand Burgmann, on retired full pay, Royal Engineers, died October 3, at 28, Avenue des Champs Elysées, Paris, aged 64. He entered the service March, 1826; became Lieutenant, October, 1829; Captain, September, 1851; Lieutenant-Colonel, June, 1854; Colonel, June, 1857; and Major-General, April, 1867.

Captain Roderick B. Mackenzie, of the Bengal Army, died October 5, at Cheltenham, aged 32.

Captain Alfred Henderson White, late of the 3rd Dragoon Guards, died on October 6, at 15, Pembroke Crescent, Bayswater, aged 32. He entered the service, July, 1853; became Lieutenant, December, 1854; and Captain, January, 1865. He served with the 47th Regiment at the siege of Sebastopol from November 14, 1854, to January 18, 1855 (medal and clasp and Turkish medal).

Lieutenant-Colonel William Alexander Mackinnon, C.B., of the Royal Artillery, died September 30, at Beechwood, near Stirling, aged 44. He entered the service, December, 1844; became Lieutenant, July, 1845; Captain, August, 1855; Major, July, 1858; and Lieutenant-Colonel, February, 1864. He served throughout the Sutlej campaign of 1845-46, and was present at the battles of Moodkee, Ferozeshah, and Sobraon; commanded a troop of Horse Artillery throughout the engagements of December 21 and 22 at Ferozeshah (medal and two clasps). Served with the force under Brigadier-General Sir Hugh Wheeler during the Punjaub campaign in 1848-49, and was present at the capture of the forts of Runganungee, Kalallwalla, and Moraree, and in the several affairs in which the force was engaged; commanded a troop of Horse Artillery during a great part of the time (medal). Served with the force under Sir Colin Campbell employed against the Momunds and Hill tribes west of Peshawur in 1851-52; commanded two guns in the affair against the Hill tribes on the Heights of Tunjpas in April, 1852. Commanded a troop of Horse Artillery with the army under Lord Clyde in 1857-58, and present at the action on the Kala Nuddee, taking of Futteghur, final siege and capture of Lucknow. With the column under Sir Hope Grant throughout the operations in Oude in the hot season of 1858, present at the affairs of Korsee, Baree, and Simree; commanded the Horse Artillery at the battle of Nowabgunge, Burra Baukee; commanded the Artillery in the affair at Selimpore. Served with the column under Sir George Barker during the remainder of the operations in 1858-59 (very honourably mentioned in all the despatches connected with the above operations, Brevet of Major, C.B., medal and clasp).

STATIONS OF THE ROYAL NAVY IN COMMISSION.

*(Corrected to October 26.)**With the Dates of Commission of the officers in Command.*

- Aboukir, 86, sc., Comdre. Sir F. L. McClintock, 1854, Jamaica
 Achilles, 26, sc., Capt. E. W. Vansittart, 1856, Portland
 Acorn, Hosp. Ship, Mast-com. D. H. Speer, 1856, Shanghai
 Active, 20, Training Ship, for Naval Reserve, Com. G. G. Duff, 1864, Sunderland
 Adder, st. ves., Second Master W. Blakey, (acting) Chatham
 Adventure, 2, sc. troop ship, Capt. H. D. Hickley, 1864, China
 Advice, st. ves., Second Mast-com. M. Raymond, 1849, Queenstown
 Alberta, 1, pad., Staff-com. Welch, 1863, Portsmouth
 Alert, 17, sc. Com. H. H. Knocker, 1863, ordered home
 Algerine, 3, Lieut.-com. Domville, 1862, China
 Antelope, 3, Lieut.-com. J. Buchanan, 1859, West Coast of Africa
 Arethusa, 35, sc. Captain R. Coote, 1854, Mediterranean
 Argus, 6, Com. F. W. Hallows, 1865, China
 Asia, Capt. W. C. Chamberlain, Flag of Rear-Adl. Wellesley, C.B., 1853, Guard Ship of Reserve, Portsmouth
 Assurance, 4, sc. Com. J. B. Scott, 1861, W. Coast of Africa
 Aurora, 35, sc. Capt. A. F. R. de Horsey, 1857, North America and West Indies
 Banterer, 2 sc., Lieut.-com. Pringle, China
 Barracouta, 6, Commander George D. Bevan, 1861, North America and West Indies
 Basilisk, 6, Capt. W. N. W. Hewett, V.C., 1862, China
 Bellerophon, 14, Capt. Macdonald 1854, Portsmouth
 Black Eagle, 2, pad., Staff-commander Whillier, 1863, Special Service
 Boscawen, 20, Com. Macleod B. Cock-craft, 1855, Training Ship, Southampton
 Brilliant, 16, Com. J. E. Bickford, 1860, Naval Reserve Drill Ship, Dundee,
 Brisk, 16, Capt. W. C. Hope, 1861, Australia
 Bristol 39, Commodore G. T. P. Hornby, Capt. Leveson E. Somerset, 1862, West Coast of Africa
 Britannia, 8, Cadet Training Ship, Capt. J. Corbett, 1857, Dartmouth
 Britomart, Lieut.-Com. A. H. Allington, 1859, North America and West Indies
 Cadmus, 21, sc., Capt. A. Gordon, 1858, North America and West Indies
 Caledonia, 31, Capt. Gardner, Flag of Vice Adl. Lord Clarence Paget, Mediterranean
 Cambridge, gunnery ship, Capt. Hon. F. A. C. Foley, 1860, Devonport
 Cameleon, 17, sc., Com. W. H. Annesley, Pacific
 Canopus, Naval Barrack, Captain G. Napier, 1856, Devonport
 Caradoc, pad., 2, Lieut.-com. J. M. D. Elphinstone, 1859, Mediterranean
 Castor, 22, Commander E. C. Symons, Naval Reserve Drill Ship, North Shields
 Challenger, 22, Capt. R. Lambert, C.B., 1855, Australia
 Chanticleer, 17, sc. Com. W. Bridges, Pacific
 Charybdis, 17, sc., Capt. A. M. L. Lyons, 1862, Australia
 Cherub, 3, Lieutenant-com. Spencer R. Huntley, 1860, Lakes of Canada
 Clio, 22, sc., Capt. N. E. B. Turnour, 1859, Pacific
 Cockatrice, 2, sc., Com. A. D. Bogle, 1865, Danube
 Cockchafer, 2, sc., gunboat, Lieut.-com. Howard Kerr, 1857, China
 Columbine, 4, sc., Com. J. E. Erskine 1862, ordered home
 Cormorant, 4, sc. Com. G. D. Broad, 1860, China
 Cordelia, 11, sc., Com. C. Parry, 1861, North America and West Indies
 Constance, 39, sc., Capt. E. K. Barnard, N. America and West Indies
 Crocodile, 2, Capt. G. W. Watson, 1864, troop service.
 Cruiser, 5, Com. M. Singer, 1862, Mediterranean

- Cumberland, 24, Captain Hon. A. A. Cochrane, C.B., 1854, receiving ship Sheerness
- Dædalus, 16, Com. J. T. M. Nicholl, 1860, Naval Reserve Drill ship, Bristol
- Daphne, 4, Com G. L. Sullivan, 1862, East Indies
- Dart, 5, Com. M. Lowther, 1859, West Coast of Africa
- Dasher, 2, st. ves., Com. J. H. Bushnell, 1861, Channel Islands
- Dauntless, 31, sc. Capt. E. P. Von Donop, 1855, Coast Guard, River Humber
- Dee, 1, st. Store Ship. Mast.-com. G. Raymond, 1858, Channel service
- Delight, 2, Lieut.-com. Larcom, 1863, West Indies.
- Donegal, 81, sc., Capt E. W. Turnour, 1854, Liverpool
- Doris, 25, sc., Capt. Charles Vesey, 1860, North America and West Indies
- Doterel, 2, sc. gunboat, Lieutenant-com. G. W. Scott, S. E. Coast of America
- Drake, 2, Lieutenant-com. Hunt, 1860, China
- Dromedary, sc. store ship, Mast.-com. Allard, 1851, West Coast of Africa
- Dryad, 4, Com. H. B. Fellows, 1862, Devonport.
- Duke of Wellington, 49, Barrack Ship Capt. G. Hancock 1859, Portsmouth
- Duncan, 81, sc., Capt. C. Fellowes, C.B., 1853, Channel Squadron
- Eagle, 50, Com. W. E. Fisher, 1856, Naval Reserve Drill Ship, Liverpl.
- Egmont, receiving ship, Capt. H. F. W. Ingram, 1863, Rio de Janeiro
- Elfin, pad., Mast.-com. A. Balliston, 1853, Portsmouth
- Enchantress, 1, st. Admiralty Yacht, Staff-com. J. S. Petley, 1863, particular service
- Endymion, 21, sc., Capt. Wake, Mediterranean
- Enterprise, 4, sc. Com. G. S. Bosanquet 1863, Mediterranean
- Espoir, 5, sc., Com. M. L. S. Peile, 1862, West Coast of Africa
- Euphrates, 2, Capt M. B. Dunn, 1862, Troop service
- Excellent, gunnery ship, Capt. W. A. Hood, 1858, Portsmouth
- Falcon, 17, sc., Com. H. L. Percival, 1865, Australia
- Favourite, 10, sc., Capt. H. Short, 1858 North America and West Indies
- Fawn, sc., 17, Capt. A. J. Heysham, 1864, N America and West Indies
- Firequeen, st. ves., Staff-com. W. Paul, 1863, Portsmouth
- Firm, 3 Lieut.-com. Rochfort, 1860, Japan
- Fisgard, 42, Comdre. Edmonstone, Woolwich
- Flora, 40, Captain Welmshurst, 1866, Ascension
- Formidable, 26, Vice Admiral Sir B. Walker, K.C.B., Capt. Mackenzie, 1859, Sheerness
- Forester, 3, Lieut.-com. J. E. Stokes, 1858, China
- Forward, 2, sc. Lieut.-com. Denny, 1858, Pacific
- Fox, 2, sc. store ship, Staff-commander Moriarty, C.B., particular service
- Frederick William, 74, sc. Capt. John J. Kennedy, C.B., 1856, Coast Guard, Queenstown
- Galatea, 26, sc., Capt. H.R.H. The Duke of Edinburgh, K.G., 1865, Particular service
- Ganges, training ship, Com. J. E. Wilson, 1865, Falmouth
- Gannet, 11, Capt. W. Chimmo, 1864, North America and West Indies
- Gladiator, 6, st. ves., Capt. Aplin, 1861, Channel service
- Gleaner, gunboat. Lieut. Charles F. Hill 1855, Brazils
- Grasshopper, 2 sc. gunboat, Lieut.-com. J. E. Patterson, 1855, China
- Greyhound, 17, Capt. C. Stirling, 1863, Comdre Hornby, W. Coast of Africa
- Havoc, 2, sc. gunboat, Lieut.-com. Cameron, 1855, China
- Helicon, Commander E. Field, 1862, Channel Squadron
- Heron, gunboat, Lieut.-com. Solly, Lakes of Canada
- Hibernia, receiving ship, Rear Adm. H. Kellett, Com. G. L. Norcock, 1859 Malta
- Highflyer, 20, sc., Capt. M. S. Pasley, 1860, Mozambique
- Himalaya, troop ship, Capt. S. B. Piers, 1863, Particular service
- Hydra, 1, st. ves., Capt. Peter F. Shortland, 1859, Mediterranean, survey
- Icarus, 3, Com. S. P. Townshend, 1865 China
- Implacable, 24, Com. P. W. Pellew, 1863, Training Ship, Devonport
- Impregnable, 78, Capt. F. S. Tremlett, 1863, Training Ship, Devonport
- Indus, Rear Admiral Drummond, Capt. G. Willes, 1856, Devonport
- Industry, 2, sc. store ship, Mast.-com. E. C. T. Youel, 1850, particular service
- Insolent, 2, Lieut.-com. Keppel, 1859, China

- Investigator, 2, st. ves. Lieut. Jones, West Coast of Africa
- Irresistible, 24, sc., Capt. G. Le G. Bowyear 1856, Coast Guard Southampton
- Jackall, 4, st. ves., Lieut.-com. Dupuis, 1859, Devonport
- Janus, 3, Lieut.-com. Johnstone, 1865, China
- Jaseur, 5, Com. C. F. Hotham, 1865, West Coast of Africa
- Jason, 17, Capt. M. Aynsley, 1862, North America and West Indies
- Jumna, 2, Capt. B. S. Prichard, 1863, Troop service
- Landrail, 5, sc., Com. H. L. Maitland West Coast of Africa
- Lee, 5, Com. C. W. Andrews, 1861, Sheerness.
- Lizard, 1, st. ves., Lieut.-com. Price, 1854, Sheerness
- Liffey, 31, sc., Capt. J. O. Johnson, 1856, Devonport
- Lightning, 3, st. ves., Com. D. Aird, Portsmouth
- Linnet, 2, sc., Lieut. Com. C. P. Bush, 1857, Brazils
- Lion, 60, sc. Capt. J. M. Hayes, C.B. 1855, Coast Guard, Greenock
- Lord Clyde, 24, sc. Capt. R. Dew, C.B. 1858, Channel Squadron
- Lord Warden, sc., 20, Capt. W. R. Roland, 1857, Channel Squadron
- Lyra, 9, sc., Com. R. A. Parr, 1861, Mozambique
- Malabar, 2, Capt. F. D. Rich, 1855, troop service.
- Malacca, 17, Capt. R. B. Oldfield, 1862, Pacific
- Manilla, sc., Mast.-com. Ryan, 1854, China
- Martin, 12, Training brig, Lieut.-com. G. B. Evans, Portsmouth
- Medusa, 2, st. ves. Mast.-com, Potter, 1851, Channel service
- Megara, 6, Capt. J. Simpson, 1865, store service
- Mersey, 36, sc., Capt. R. D. White; Rear-Adml Frederick, Queenstown
- Minotaur, 24, Captain J. G. Goodenough, 1863, Rear-Adml Warden, Channel Squadron
- Minstrel, 2, Lieut.-com. M. B. Medleycott, 1859, Lakes of Canada
- Mullet, 5, Commodore A. P. V. Robinson, 1861, West coast of Africa
- Mutine, 17, sc. Com. H. McC. Alexander, 1864, Pacific
- Narcissus, 35, sc. Rear Adm. G. Ramsay, C.B., Capt. J. C. Wilson, 1865 Brazils
- Nassau, 5, Capt. R. C. Mayne, 1864, Straits of Magellan
- Nereus, 6, store depot, Staff-com. C. R. P. Forbes, 1863, Valparaiso
- Nettle, 2, Lieut.-com. ——— Jamaica
- Niger, 13, Capt. J. Bruce, 1862, North America and West Indies
- Nimble, 5, Com. A. J. Chatfield, 1862, North America
- Niobe, 4, Com. T. E. Mackenzie, 1863, North America
- Nymphe, 4, Com. T. Barnardiston, 1862, East Indies
- Ocean, 23, iron-clad, Capt. Chandos Stanhope, China
- Octavia, 35, Capt. C. A. Campbell, 1863 flag of Commodore L. G. Heath, C.B. 1854, East Indies
- Oberon, 3, st. ves., Lieut.-com. Hand, 1858, West Coast of Africa
- Opossum, 2, Lieut.-com. Mainwaring, 1858, China
- Orontes, 2, sc., troop ship. Capt. H. Phelps, 1864, Portsmouth
- Orwell, 2, Lieut.-Com. Mareseaux, Channel Squadron
- Osborne, st. yacht, Com. John D'Arcy, 1863, particular service
- Osprey, sc. 4, Com. W. Menzies, 1862, ordered home
- Pallas, 6, Capt. E. G. H. Lambert, 1861 Devonport
- Pearl, 21, Capt. J. F. Ross, China
- Pelorus, 21, sc. Capt. W. H. Haswell 1858, ordered home
- Pembroke, 25, sc. Commodore John W. Tarleton, C.B., Capt. Spencer, 1856, Harwich
- Penguin, 5, Lt.-com. J. J. Martin, 1860, East Indies.
- Perseus, 17, sc., Com. E. Stevens, 1860, China
- Petrel, 3, Com. W. E. Gordon, 1861, Cape of Good Hope
- Phœbe, 35, Capt. T. Bythesea, V.C., 1861, North America
- Pigmy, 3, st. ves. Mast.-com. Petch, 1861, Portsmouth
- Porcupine, 3, st. ves. Staff-com. Calder 1863, Downs, survey
- President, 16, Com. Comber, 1860, Naval Reserve Drill Ship, London
- Prince Consort, 31, sc., Capt. Edward A. Ingfield, 1853, Mediterranean
- Princess Alice, 1, st. ves., Mast.-com. Parker, 1855, Devonport
- Princess Charlotte, 12, Comdre. Jones, 1863, Receiving Ship, Hong Kong
- Psyche, 2, st. ves., Lieut.-com. Sir Francis Blackwood, Bart, 1859, Mediterranean
- Racer, sc., 11, Com. L. Brine, 1854, Mediterranean
- Racoon, 22, sc., Capt. R. Purvis, 1857, Cape of Good Hope

- Ranger, 5, sc. Com. W. A. Gambier, 1865, ordered home
- Rattier, 17, sc., Com. J. T. Swann, 1864, China
- Rattlesnake, 19, Commodore. W. M. Dowell, C.B., 1858, West Coast of Africa
- Reindeer, 7, Com. E. Nares, 1860, Pacific
- Research, 4, sc., Com. A. Morrell, 1861, Coast of Ireland
- Revenge, 73, Capt. W. J. S. Pullen, 1856, Pembroke
- Rifleman, 8, sc., Mast. com. J. W. Reed, 1858, China Seas, survey
- Rinaldo, 7, Com. W. K. Bush 1861, China
- Rodney, 78, sc., Capt. A. C. F. Heneage, 1866, Vice-Adml. Hon. Sir H. Keppel, K.C.B., China
- Rosario, 11, sc., Com. G. Palmer, 1862, Sheerness
- Royal Adelaide, 26, Adml. W. F. Martin, Bart., K.C.B. Capt. W. Preedy, C.B. 1855, Devonport
- Royal Alfred, 18, sc., Capt. Hon. W. C. Talbot, Vice-Adml. Sir G. R. Mundy, K.C.B., N. A. & W Indies
- Royal George, 78, sc., Capt. Thomas Miller, 1852, Coastguard Kingstown, Dublin
- Royal Oak, 35, sc. Capt. Hon. G. Keane, 1854, Mediterranean
- Royal Sovereign, sc., 5, Capt. C P Coles, C.B., 1856, Portsmouth
- Salamander, 6, st. ves., Com. G. S. Nares, 1862, ordered home
- Salamis, 1, st. ves. Com. F. G. Suttle, 1863, China
- Satellite, 11, Capt. J. Edye, 1862, China
- Saturn, Capt. Hall, 1855, Pembroke
- Scout, 21, Capt. J. A. P. Price, 1860, Pacific
- Serpent, 3, Com. J. Bullock, surveying in Japan
- Sealark, 8, Training Brig, Lieut.-com. J. N. Croke, 1855, Devonport
- Serapis, 2, Capt. J. C. Soady, 1863, troop service.
- Seringapatam, Receiving Ship, Comdre. G. G. Randolph, 1859, Cape of Good Hope
- Sharpshooter, 6, sc., Lieut.-com. B. S. Hamilton, 1859, Brazil
- Shearwater, 11, sc. Com. Thomas G. Smith, 1862, ordered home
- Simoom, 4, Capt. Thomas B. Lethbridge 1843, troop service
- Skylark, 2, Lieut.-com. Swinton, 1856, Gibraltar
- Slaney, 3, sc. gunboat, Lieut.-com. Elwyn, 1855, China
- Snap, 2, Lieut.-com Powys, 1859, China
- Sparrowhawk, 4, Com. E. A. Porcher, Pacific
- Speedy, 2, gunboat, Mast.-com. Clifton, 1859, Channel Islands
- Speedwell, sc., 5, Com. T P Jones-Parry, West Coast of Africa
- Sphinx, 6, Capt. R. V. Hamilton, 1862, North America and West Indies
- Spider, 2, sc. gunboat, Lieut.-com. John B. Mitchell, 1854, S. E. Coast of America
- Spiteful, 6, paddle, Com. B. L. Lefroy, 1863, East Indies
- Sprightly, st. ves., Mast.-com. G. Allen acting, Portsmouth
- Squirrel, 8, Training Brig, Lieut.-com. T. K. Hudson, 1857, Devonport
- Star, 4, Com. R. Bradshaw, East Indies
- St. George, 84, sc. Capt. M. S. Nolloth 1856, Coast Guard, Portland
- Staunch, 2, sc., Lieut.-com. Dunlop, 1856, China
- St. Vincent, 26, Training Ship, Com. Carter, 1862, Portsmouth
- Supply, 2, sc. Staff-com C. Bawden, 1864, store service Woolwich
- Sylvia, 4, Com. E. Brooker, 1863, China
- Tamar, 2, sc. troop ship, Capt. F. W. Sullivan C.B., 1863, Portsmouth
- Terrible, 21, Capt. Commerell, V.C., 1859, Mediterranean
- Terror, 16, sc. Capt. J. B. Wainwright, 1853, Bermuda
- Topaze, 31, Comdre. Powell, 1858, Pacific
- Trincomalee, 16, Com. E. T. Nott, 1863, Naval Reserve drill Ship, Hartlepool
- Trinculo, 2, Lieut.-Com. Sanders, Mediterranean
- Tyrian, 1, Lieut. E. J. Church, 1861, Mediterranean
- Urgent, 4, sc. Capt. S. H. H. Henderson, 1863, troop service
- Vestal, 4, sc., Com. S. P. Brett, 1862, West Coast of Africa
- Victoria and Albert, steam yacht, Capt. H.S.H. Prince Leiningen, K.C.B., 1860, Portsmouth
- Victory, 12, Capt. F. B. P. Seymour, flagship of Admiral Sir T. Pasley, Bart., Portsmouth
- Virago, 6, pad., Com. H. M. Bingham, 1862, Australia
- Vigilant, 4, sc., Com. R. A. O. Brown, 1862, East Indies and Cape of Good Hope
- Vindictive, 2, store ship, Mast.-com. G. Stovin, Fernando Po
- Vivid, 2, st. ves. Staff-com. T. W. Sullivan, 1863, Woolwich

- Warrior, 32, Capt. H. Boys, 1857, Portsmouth
Wasp, 13, sc. Capt. Norman B. Beddingfield, 1862, ordered home
Waterwitch, hyd. prop., Com. P R Sharpe, Portsmouth
Weazel, 1, sc. gunboat Lieut.-com. Tuke, 1856, China
Wellesley, 17, Capt. W. H. Stewart, C.B. 1854, Chatham
Wildfire, st. ves. Mast.-com. G. Brockman, 1854, Sheerness
Winchester, 12, Drill Ship for Naval Reserve, Com. Charles J. Balfour, 1865, Aberdeen
Wizard, 1, Lieut.-com. Patrick J. Murray, 1859, Mediterranean
Wolverine, 21, sc., Capt. T. Cochran, 1857, N. America and W. Indies
Wyvern, 4, Capt. H. T. Burgoyne, 1861, Portsmouth
Zealous, 20, ironclad, Capt. R. Dawkins 1863, Flag of Rear Admiral Hon. G. F. Hastings, Pacific
Zebra, 7, Com. Edwin J. Pollard, 1861, China

STATIONS OF THE BRITISH ARMY.

(Corrected up to the 26th October, 1867, inclusive.)

Where two places are mentioned, the last-named is that at which the Depot is stationed.

1st Life Guards—Hyde Park	4th do. (1st bat.)—Bombay, Parkhurst
2nd do.—Windsor	Do. (2nd bat.)—Nova Scotia ditto.
Royal Horse Guards—Regent's Park	5th Foot (1st bat.)—Bengal, Shorncliff
1st Dragoon Guards—Aldershot	Do. (2nd bat.)—Dover
2nd do.—Bengal, Canterbury	6th do. (1st bat.)—Fermoy
3rd do.—Bombay, ditto.	Do. (2nd bat.)—Edinburgh
4th do.—Aldershot	7th do. (1st bat.)—Bengal, Walmer
5th do.—Colchester	7th do (2nd bat.)—Liverpool
6th do.—Dublin	8th do. (1st bat.)—Malta, Chatham
7th do.—Bengal, Shorncliff	Do. (2nd bat.) Malta, ditto
1st Dragoons—Longford	9th do. (1st bat.)—Cape, Pembroke
2nd do.—Dundalk	Do. (2nd bat.)—Japan, Pembroke.
3rd Hussars—Hounslow	10th do (1st bat.)—Cape of Good Hope
4th do.—Bombay, Canterbury	Chatham
5th Lancers—Bengal, Canterbury	Do. (2nd bat.)—Madras, Chatham
6th Dragoons—York.	11th do (1st bat.)—Bengal, Parkhurst
7th Hussars—Bengal, Canterbury	Do. (2nd bat.) Cape of Good Hope,
8th do.—Manchester	Parkhurst
9th Lancers—Cahir	12th do. (1st bat.)—Devonport
10th Hussars—Newbridge	Do. (2nd bat.)—Bengal, Gosport
11th Hussars—Bombay, Canterbury	13th do. (1st bat.)—Gibraltar Shorncliff
12th Lancers—Dublin	Do. (2nd bat.)—Portland & Weymouth
13th Hussars—Canada, Canterbury	14th do. (1st bat.)—Malta, Chatham
14th do.—Edinburgh	Do. (2nd bat.)—Melbourne, Chatham
15th Hussars—Norwich	15th do (1st bat.)—N. Brunswick, ditto.
16th Lancers—Madras, Canterbury	15th do. (2nd bat.)—Gibraltar, Chat-
17th do.—Brighton	ham
18th Hussars—Madras, Canterbury	16th do. (1st bat.)—Canada, Colchester
19th do.—Bengal, ditto.	Do. (2nd bat.)—Barbadoes, ditto
20th do.—Bengal, ditto.	17th do (1st bat.) Kilkenny
21st do.—Bengal, ditto.	Do. (2nd bat.)—Canada, Chatham
Military Train—Woolwich, Troops, 7,	18th do. (1st bat.) Chester
18, 20, 24,—Chatham 23.	Do. (2nd bat.)—New Zealand, Colchester
Do.—Kensington and Regent's Park, 3, 4	19th do (1st bat.)—Bengal, Sheffield
Do.—Portsmouth, 19.	Do. (2nd bat.)—Birmah, Sheffield
Do.—Hilsea, 22.	20th do. (1st bat.)—Devonport
Do.—Dublin, 2 and 11.	Do. (2nd bat.)—Cape, Shorncliff
Do.—New Zealand, 13, 14, 15, and 16	21st do. (1st bat.)—Enniskillen
Do.—Aldershot, 1, 5, 9, 10, 17, and 21.	Do. (2nd bat.)—Madras, Preston
Do.—Curragh, 6 and 8	22nd do. (1st bat.)—New Brunswick
Do.—Shorncliff 12, 13, 14, 15 and 16 on	Chatham
passage home from New Zealand.	Do. (2nd bat.)—Newcastle-on-Tyne
Grenadier Guards (1st bat.)—Windsor	23rd do. (1st bat.)—Bengal, Walmer
Do.—2nd bat.)—Chelsea Barracks	Do. (2nd bat.)—Canada, Newport
Do.—(3rd bat.)—Wellington Barracks	24th do. (1st bat.)—Malta, Sheffield
Coldstream Gds (1st bat.)—Tower	Do. (2nd bat.)—Rangoon, Sheffield
Do. (2nd bat.)—Dublin	25th do (1st bat.)—Glasgow,
Scots Fusilier Guards, (1st bat.)—	Do. (2nd bat.)—Bengal, Preston
Chelsea	26th do.—Bombay, Preston
Do. (2nd bat.)—Wellington Brks	27th do.—Bengal, Dover
1st Foot (1st.)—Madras, Chatham	28th do.—Curragh
Do. (2nd bat.)—Bombay ditto.	29th do.—Canada, Chatham
2nd do. (1st bat.)—Bombay, ditto.	30th do.—Canada, ditto.
Do. (2nd bat.)—Athlone	31st do.—Malta Chatham
3rd do. (1st bat.)—Bengal, Shorncliff	32nd do.—Mauritius, Colchester
Do. (2nd bat.)—Belfast	33rd do.—Bombay, Sheffield

- 34th do.—Portsmouth.
 35th do.—Bengal, Colchester
 36th do.—Bengal, Pembroke Dock
 37th Foot—Bengal, Pembroke
 38th do.—Bengal, Gosport
 39th do.—Dublin
 40th do.—Devonport
 41st do.—Bengal, Colchester
 42nd do.—Bengal, Sterling Castle
 43rd do.—Aldershot
 44th do.—Aldershot
 45th do.—Bombay, Chatham
 46th do.—Bengal, Pembroke
 47th do.—Nova Scotia, Pembroke
 48th do.—Dublin
 49th do.—Bombay, Colchester
 50th do.—Sydney, Chatham
 51st do.—Dover
 52nd do.—Limerick
 53rd do.—Canada, Shorncliffe
 54th do.—Aldershot
 55th do.—Bengal, Sheffield
 56th do.—Aldershot
 57th do.—Manchester
 58th do.—Bengal, Pembroke
 59th do.—Ceylon, Gosport
 60th do. (1st bat.)—Canada, Winchester
 Do. (2nd bat.)—Bengal, Winchester
 Do. (3rd bat.)—Madras, Winchester
 Do. (4th bat.)—Canada, Winchester
 61st do.—Bermuda, Gosport
 62nd do.—Buttevant
 63rd do.—Dublin
 64th do.—Malta, Parkhurst
 65th do.—Cork
 66th do.—Jersey
 67th do.—Waterford
 68th do.—Aldershot
 69th do.—Canada, Preston
 70th do.—Ashton
 71st do.—Fermoy
 72nd do.—Manchester
 73rd do.—China, Shorncliffe
 74th do.—Dublin
 75th do.—Gibraltar Shorncliffe
 76th do.—Madras, Shorncliffe
 77th do.—Bengal, Gosport
 78th do.—Canada, Aberdeen
 79th Foot—Bengal, Aberdeen
 80th do.—Aldershot
 81st do.—Cork
 82nd do.—Bengal, Chatham
 83rd do.—Gibraltar, Colchester
 84th do.—Jamaica, Colchester
 85th do.—Curragh
 86th do.—Mauritius, Gosport (detained
 at Cape of Good Hope)
 87th do.—Gibraltar, Walmer
 88th do.—Bengal, Parkhurst
 89th do.—Dublin
 90th do.—Bengal, Preston
 91st do.—Bengal, Fort George
 92nd do.—Curragh
 93rd do.—Bengal, Aberdeen
 94th do.—Bengal, Colchester
 95th do.—Bombay, Pembroke
 96th do.—Bombay, Colchester
 97th do.—Portsmouth
 98th do.—Portsmouth
 99th do.—Cape of Good Hope, Preston
 100th do.—Canada, Colchester.
 101st do.—Bengal, Walmer
 102nd do.—Madras, Shorncliffe
 103rd do.—Bengal, ditto.
 104th Bengal, Walmer
 105th do.—Bengal, Shorncliffe
 106th do.—Bengal, Chatham
 107th do.—Bengal, Preston
 108th do.—Madras, Gosport
 109th do.—Bombay, Chatham
 Rifle Brigade (1st bat.)—Canada, Win-
 chester
 Do (2nd bat.)—Bengal, Winchester
 Do. (3rd bat.)—Bengal, Winchester
 Do (4th bat.)—Chichester
 1st West India Regiment—Sierra Leone
 2nd do.—Bahamas
 3rd do.—Jamaica
 4th do.—Barbados
 Ceylon Rifle Regiment—Ceylon & China
 Cape Mounted Rifles—Cape of Gd. Hope
 Royal Canadian Rifle Regiment—Canada
 Royal Malta Fencible Artillery—Malta

DEPOT BATTALIONS.

- | | |
|-----------------------------|--------------------------|
| 1st Depot Battalion—Chatham | 9th.—Preston |
| 2nd do.—ditto. | 10th do.—Shorncliffe |
| 3rd do.—ditto. | 11th do.—Gosport |
| 4th do.—Colchester | 12th do.—Shorncliffe |
| 5th do.—Parkhurst | 13th do.—Pembroke |
| 6th do.—Walmer | 14th do.—Sheffield |
| 7th do.—Winchester | 15th do.—Aberdeen |
| 8th do.—Colchester | Cavalry Depot—Canterbury |

PROMOTIONS AND APPOINTMENTS.

NAVY.

ADMIRALTY, Sep. 20.

J S Taylor, Esq., and A B Usborne, Esq., have this day been promoted to the ranks of retired capt. under the provisions of Her Majesty's Order in Council of June 26, 1867.

W R Martin, Esq., has this day been promoted to the rank of navig. lieutenant in Her Majesty's Fleet.

The following promotions have this day taken place:—

To be engs. in Her Majesty's Fleet:

Messrs.—T J Richards, A King, T Wilmott, H F Strugnell, and W Scott.

To be act.-engs. in Her Majesty's Fleet:

Messrs.—S I Bird and J Hancock (b).

Sep. 24.

Mr. E Holmes has this day been promoted to the rank of assist.-eng. of the First Class in Her Majesty's Fleet, with seniority of Aug. 28, 1867.

Sep. 25.

C C Scott, Esq., has this day been promoted to the rank of staff com. in Her Majesty's Fleet.

Sep. 26.

F R Sturdee, Esq., has this day been promoted to the rank of retired capt. in Her Majesty's Fleet, under Order in Council of June 26, 1867.

Oct. 2.

Mr. T Stanley has this day been promoted to the rank of assist.-eng. of the first class in Her Majesty's Fleet, with seniority of Oct. 12, 1866.

Mr. G A C Bencke has this day been promoted to the rank of eng. in Her Majesty's Fleet, with seniority of June 27, 1867.

Oct. 7.

F Hale, Esq., has this day been promoted to the rank of retired

com. in Her Majesty's Fleet, under Orders in Council of Feb. 28, 1855, Feb. 22, 1860, and July 9, 1864.

Oct. 8.

The following promotions to date the 1st inst., have been made under the provisions of Her Majesty's Orders in Council of Aug. 1, 1860, July 9, 1864, and March 24, 1866:—

Coms. H J Wellington and the Hon. F Curzon to be retired capt.

Lieuts. H B Davis, R Synge, J A Hodgskin, H S N Micklethwait, and W St. Louis Quinlan, to be retired coms.

Lieut. J J O'F C Ferrall has been this day promoted to be a retired com., under the provisions of Her Majesty's Orders in Council of Aug. 1, 1860, July 9, 1864, and March 24, 1866.

Lieut. J E Doran has been this day promoted to be a retired com., under the provisions of Her Majesty's Orders in Council of Nov. 1, 1830, and July 9, 1864; from the 1st inst.

The following promotions have this day taken place:—

Messrs. J Nelson, T F P Shelley, J Ferguson (b), G Quick, J Taylor (b), J Imrie, J E Warner, J A Cawley, G E M Keey, G Brewer, J Franklin, and W J Hancock, to be engs. in Her Majesty's Fleet.

Mr. W Bremner to be act. eng. in Her Majesty's Fleet.

Oct. 11.

The following promotions have this day taken place in Her Majesty's Fleet:—

Com. M B Cockraft to be capt.

Lieut. E C Drummond (late Flag Lieut. to Rear-Adm. Yelverton, C.B.), to be com.

Mr. J A Redbrook has this day been promoted to the rank of first class assist.-eng. in Her Majesty's

Fleet, with seniority of April 2, 1867.

Oct. 14.

Staff Capt. C T A Noddall has this day been promoted to the rank of retired capt. in Her Majesty's Fleet, under Order in Council of June 26, 1867.

Oct. 17.

The undermentioned Officers have this day been promoted to the rank of navig. lieuts. in Her Majesty's Fleet:

J Ayles, W W Hutton, J F Barnes, A R Wigham, W F A Greet, J T Partridge, H T Gimson, R Towers, H F Woods, W C E Parker, D M Brown, and G K Moore, Esqs.

To be act. navig. lieut.:

C A Browne, Esq.

Mr. R Burridge has this day been promoted to the rank of first class assist.-eng. in Her Majesty's Fleet, with seniority of July 12, 1867.

Commodore—G T P Hornby to be extra Aide-de-Camp to the Queen, vice E S Sotherby, promoted to rear-admiral.

Cpts.—The Hon. W C Talbot to Royal Alfred, vice Herbert, superseded at his own request; G L G Boyear to Irresistible, vice Borslase, whose period of service has expired; W J S Pullen to Revenge; R D White to Mersey, vice J Corbett, appointed to Britannia; E H G Lambert to Pallas, vice Connolly, invalided.

Commanders—G Palmer to command of Rosario, vice L H Fersturne, superseded at his own request; H Fairfax, additional, of Victory, appointed to Boscawen, vice Cockraft; J A Poland to Plover, commissioned; C G Lindsay to Helicon, for temporary service; C Parry to Cordelia, vice De Wahl, promoted; H M'C Alexander to Mutine, vice Swinburne, invalided; H L Perceval to Falcon, vice Blake, promoted; W E Stone to Royal Oak.

Staff Coms. W H Sharp to Canopus; R Sturgess and W P Harris, additional, to Octavia, for transport service.

Lieuts.—T H Boyes to Lord Warden; H S Sandys to Rattlesnake; G Morice to Revenge; H Fox to Duncan; J L Wilson to Urgent; C D Broughton and H Packe to Seringapatam; C S Broome to Duke of Wellington; J Buchanan to the command of Antelope, vice Bruce, invalided; H H Justice to Indus; L H Verstarné appointed to the command of Rosario, commissioned; J M D Elphinstone to Caradoc, vice Wilkinson, promoted; E J Church from Excellent to Tyrian, vice Montague, promoted; B S Hamilton from Revenge to Sharpshooter vice Bax, promoted; J J Martin from Duncan to Penguin, vice Garforth, promoted; E F P Smith to Helicon; A B Jenkins to Gladiator; F G M Powell to Rosario; F J Pitt to Duke of Wellington; H L H Veitch to Plover; F G Shaw, J D'A Irvine, W H Childers, and A A S Watts, additional, to Octavia, for transport service; H C Best to Duncan; J F L P Maclear, R B Croft, R H Thornton, and H B Stewart to Excellent, for study; R F Britten to Caledonia; C G S Foljambe to Gladiator; R Foso to Aboukir; C F M Gordon to Rosario; G T Morrell to Wellesley; G S Parker to Royal Adelaide; L N Moncrieff and H Russell to Excellent, for study; A H Duthie to Cumberland.

Navigating Lieuts.—J Dixon to Cumberland, additional, for service in Pylades; W R Martin, additional, to Hydra, for surveying duties; and D J May, additional, to Octavia, as Harbourmaster at Massowah; R M Curry to Wellesley, for service in the Myrmidon; J B Doyle to Waterwitch; B S Jackson to Rosario; R T Pearce to Cumberland, for service in Trafalgar; A Gain to Rosario; R Gilpin, additional, for transport service; J Jones, additional, to Indus, for service in Defence; T Robertson, additional, to Asia, for service in Danae; J S Compton to Indus, for service in Defence; J G Liddell to Wellesley, for service in Myrmidon.

Sub-Lieuts.—A Carpenter and W E Black to Warrior; W B Elliott and E B Fletcher to Lord Warden; O F Glanville and B J S O Carter to Rattlesnake; Hon C Cadogan to Waterwitch; G H Moore to Rosario; J De B Lopez to Rattlesnake; A C Elwes to Wivern. Hon. R Bingham to Rosario; R O Webb to Tamar.

Navigating Sub-Lieuts.—J Henderson to Skylark; H A Easter to Formidable, for service in Lizard; R W Stephens to Minotaur; H Husband to Ganges, for service in Liberty; E Child to Caradoc; W Way to Dasher; F Hire to Heron; W B Meade to Orontes; W A R Hall to Serapis; A Harkman to Plover; E W G Hilliard to Dromedary; E C Baker to Fox; R W Stephens to Belleophon; T E B Cope to Challenger.

Midshipmen—A W E Prothero to Warrior; R W Prothero to Liffey; W A Norman to Gladiator; W H May to Liffey; A A C Parr, J Brant, and R M Sparrow to Minotaur; R Y Smith and C W G Spring to Liffey; A W Rogers, H F Hay, and A Channer to Lord Warden; C Gardner, W S Goodbridge, F G Jones, H C Akaster, W Moore, and W F G Clarke, to Warrior; W N Willink to Pallas; H Greaves, navigating, to Lord Warden; R R M Hall to Belleophon.

Navigating Midshipmen—P H Wright to Rifleman; J R Gow to Fox; W J N Baird to Tamar; H Greaves to Lord Warden; B J Sims to Plover.

Naval Cadets—G W Tyler, C B P Hume, P Hoskins, and H Pearson to Lord Warden; P J D Hewker, W D S Wemyss, and G S Gunn to Warrior; A H Bampton to Liffey; D S Lacy and B H Wake to Lord Warden; N Girdlestone to Lord Clyde; J G Bremer to Challenger, super., for disposal.

Naval Cadets (nominated)—C J M Compears, J R C Martin, R H Walpole, M H Gruggen, E B D'O Aplin, and W R Herbert.

Chaplains—J Cawston to be chap. to the Royal Marines at Fort Cumberland; Rev. E L Penny to be chap. in Her Majesty's Fleet.

Staff-Surgs.—F M Rayner to Victory; S Bowden, M.D., to Excellent.

Surg.—T Roche to Rosario.

Assist.-Surgs.—J G Clarke to Plover; P Burgess, M.A., M.B., to Mullet.

Acting Assist.-Surgs.—W P M Boyle to Fawn; J G Clarke to Plover.

Paymasters—T Secombe to Rosario; W H Whichelo to Rosario; J Donald to Wellesley.

Assist. Paymaster-in-Charge—F Pitman to Plover.

Assist.-Paymasters—E H S W Card to Serapis; A A Fauvel to Cumberland; S S C Hill to Mersey, as supernumerary, for disposal.

Clerks—J G Gordon to Victory, as supernumerary; W S Richardson to Duke of Wellington; F E James to Victory, additional, for disposal; G W G C Mackay to Fox; C G Johnston to Rosario.

Assist.-Clerk—W C A J Robinson to Plover.

Engs.—J Walsh and T Hight to Rosario; T Witt to Rattlesnake; E Lewis to Nelson; F Bush to Cumberland, for service in Recruit; T Burnett and J Miller (a) to Plover; E Eckersley, additional, to Indus, for service in Bann; G T Blundal to Pembroke; E Eckersley to be additional to Mersey, for service in Rose; J Bannerman to Indus, for service in Bann; J Hill to be additional to Asia, for charge of the engines of Avon; C Moberley to Victory, for service in Fire Queen; E Taylor to Indus, for Thais; N Brodie to Euphrates.

First Class Assist.-Engs.—W T Searle to Rosario; E M'Leisle to Indus, for service in Defence; T Vickery to Plover; H Thomson to Rosario.

Acting Second Class Assist.-Eng.—D Harris to Serapis.

COAST-GUARD.

APPOINTMENTS.

Ins.-Coms.—H B Burnsby to Greenock, vice Swinburne, period of service expired; A Butler to Waterford, vice Welch, period of service expired.

PROMOTIONS.

To be Chief Officers (2nd Class)—J Fling at Kingston, T Hunter at Atherfield, and W Fowler at Port Rush.

REMOVALS.

Chief Officers—Lieut. P Storr

from Kingston to Howe; Navig. Lieut. J D Switzer from Morris Castle to Roches Point; Staff Com. W H Williams from Stonehouse Point to Dawlish.

Chief Officer (2nd Class)—Mr. C Constable from Falmouth to Stonehouse Po nt.

ROYAL NAVAL RESERVE.

APPOINTMENT.

To be Hon. Lieut.—A Dunlop.

ARMY.

THE ARMY GAZETTE.

INDIA OFFICE, Sep. 16, 1867.

The Queen has been graciously pleased to make the following appointments to the First, Second, and Third classes of the Most Exalted Order of the Star of India:—

To be a Knight Grand Commander—Lieut.-Gen. Sir R Napier, K.C.B., Commander-in-chief of the Bombay Army.

To be Knights Commanders—The Maharajah Maun Sing, of Oude; Col. E R Wetherall, C.B., late Chief of the Staff of the Central India Field Force; Col. W W Turner, C.B., late 97th Regt., sometime Brigadier Commanding the Second Column of the Bundelcund Field Force.

To be Companions—H P A B Riddell, Esq., Bengal Civil Service (Retired), late Director-Gen. of the Post Office in India; L W Bowring, Esq., Bengal Civil Service, Commissioner of the Mysore and Coorg; Col. J M Primrose, 43rd Regiment, Adjt.-Gen. of the Madras Army; Col. G W Hamilton, Bengal Staff Corps, Commissioner of Mooltan; M Stovell, Esq., M.D., late Principal Ins.-Gen., Bombay Medical Department; E Hare, Esq., late Ins.-Gen. of Hospitals at Lahore, Bengal Establishment.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Sep. 17.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

North Durham Militia—B G Collins, gent., to be assist.-surg., vice Ffolliott, deceased; Aug. 31.

4th or Duke of Lancaster's Own (Light Infantry) Regiment of Royal Lancashire Militia—C S Gardner, gent., to be lieut., vice Bretherton, resigned; Sep. 6.

WAR OFFICE, PALL MALL, Sep. 20.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

Royal North Gloucestershire Regiment of Militia—Capt. E W

A Vaughan to be maj., vice Williams resigned; Sep. 14. Lieut. S Bomford to be capt., vice Vaughan, promoted; Sep. 14. G Milward, gent., to be lieut. (superannuary); Sep. 14.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Capt. J H Keough in the North Durham Regiment of Militia.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Sep. 17.

COMMISSIONS SIGNED BY LORDS-
LIEUTENANT.

7th Sussex Rifle Volunteer Corps—E Bostock to be hon. assist.-surg., vice J S Bostock resigned Sep. 6.

8th Sussex Rifle Volunteer Corps—Ens. G W Carew Gibson to be lieut.; Sep. 6.

1st London Artillery Volunteer Corps—Basil Ringrose to be hon. assist.-surg., vice Gill, resigned July 17.

WAR OFFICE, PALL MALL, Sep. 20.

COMMISSIONS SIGNED BY LORDS-
LIEUTENANT.

15th Durham Rifle Volunteer Corps—Lieut. C Brady to be capt., vice Scurfield, resigned; Sep. 3. Ens. J Harrison to be lieut., vice Brady, promoted; Sep. 3. W W Benson to be lieut., vice Allison, resigned; Sep. 3. R D O'Brien to be ens., vice Chilton, resigned; Sep. 3.

5th Leicestershire Rifle Volunteer Corps—Ens. C J Worthington to be lieut., vice Goddard, resigned; Sep. 14.

7th Leicestershire Rifle Volunteer Corps—J See, gent., to be ens., Sep. 14.

4th Middlesex Rifle Volunteer Corps—Lieut. H Heal to be capt., vice Amery, resigned; Sep. 6.

19th Middlesex Rifle Volunteer Corps—Lieut. J G Cooke to be capt., vice Stephen, resigned; Aug. 12.

20th Middlesex Rifle Volunteer

Corps—A C Tracy to be lieut., vice Hopton, promoted; Aug. 12.

Queen's (Westminster) Rifle Volunteer Corps—Assist.-Surg R Cross, M.D., to be surg., vice Buzzard, resigned; Aug. 12. G Pearse to be assist.-surg., vice Cross promoted; Sep. 12.

39th Middlesex Rifle Volunteer Corps—H H Williams, late Capt. 19th Middlesex Rifle Volunteer Corps, to be lieut.-col. vice Matthews, resigned; Aug. 13.

1st Monmouthshire Artillery Volunteer Corps—First Lieut. C H Gratx to be capt; Sept. 16. W Morgan to be first lieut., Sep. 16. R White to be second lieut.; Sep. 16.

1st Newcastle-upon-Tyne Artillery Volunteer Corps—First Lieut. J Milvain to be capt., vice Armstrong, resigned; July 25. Sec. Lieut. J Spier to be first lieut., vice Milvain, promoted; July 25. Second Lieut. C J Dove to be first lieut., vice Todd, resigned; July 25. W Searle Hicks to be sec. lieut., vice Power, resigned; July 25. W T Newmarch to be sec. lieut., vice Spier, promoted; July 25. N Maughan to be second lieut., vice Dove, promoted; July 25.

MEMORANDUM.

3rd London Rifle Volunteer Corps—Capt. Phineas Cowan and Assist.-Surg. C H Bennett will be allowed to rank in the General Volunteer Service from the dates of the Commissions which they formerly held respectively in the 4th Middlesex Rifle Volunteer Corps.

THE ARMY GAZETTE.

[Where not otherwise specified, the following commissions bear the current date.]

WAR OFFICE, PALM MALL, Sep. 24.

80th Regiment of Foot—Major-Gen. H J French to be col. vice Lieut.-Gen. J R Young, deceased; Sep. 3.

6th Dragoon Guards—Lieut P R Gay to be capt., by purchase, vice W T E Bookey, who retires; Sep. 25. Cornet H Burnley to be lieut., by purchase, vice Gay; Sep.

25. F C Rasch, gent., to be cort., by purchase, vice Burnley; Sep. 25.

2nd Dragoons—Cornet F Glen-nie Farquhar to be lieut., by purchase, vice G Paulet, who retires; Sep. 25. J C Maberly, gent., to be cornet., by purchase, vice Farquhar; Sep. 25.

11th Hussars—Ensign L God-frey Mundy, from the 78th Foot, to be cornet in succession to Lieut. M'Loughlin, promoted; Sep. 25. Royal Regiment of Artillery—Lieut.-Col. and Brevet-Col. C W Younghusband, from the Supernumerary List, to be col., vice G Graydon, retired upon full pay; Aug. 19. Capt. and Brevet-Major W F B Laurie to be lieut.-col., vice C H Harrison, retired upon full pay; Aug. 15. Second Capt. D J McGrigor to be captain, vice Brevet-Major Laurie; Aug. 15. Second Captain J E Ruck-Keene to be capt., vice A J McDougall, deceased; Aug. 27. Lieut. H F Pritchard to be second capt., vice McGrigor; August 15. Lieut. C S Jackson to be second capt., vice R S Robinson, placed upon temporary half pay; Aug. 22. Lieut. J T Barrington to be second capt., vice Ruck-Keene; Aug. 27. Lieut. W Bryden has been permitted to resign his commission; Sep. 25.

Corps of Royal Engineers—Lieut. C J Moysey to be second capt., vice H F C Lewin, removed to the Supernumerary List, on appointment as an Instructor in Fortification at the Royal Military Academy; Sep. 2.

6th Regiment of Foot—Ensign T G W Tobin from the 59th Foot, to be ens., vice Toler, transferred to the 72nd Foot; Sep. 25.

14th Foot—S J Butler, gent., to be ensign, by purchase, vice J W Allin, transferred to 72nd Foot; Sep. 25.

15th Foot—Lientenant H E P Thomas to be Instructor of Musketry, vice Lieut. C K Farquharson, who has joined the dépôt; Aug. 8.

18th Foot—Lieut. O Bourke to be capt., by purchase, vice W Higgin, who retires; Sep. 25.

Lieut. W F Thacker to be capt., by purchase, vice R M Hornby, who retires; Sep. 25. Ensign H B Moore to be lieut., by purchase, vice Bourke; Sep. 25. Ensign J M Webster to be lieut., by purchase, vice Thacker; Sep. 25. R B Burnaby, gent., to be ensign, by purchase, vice Moore; Sep. 25. G A Godfrey, gent., to be ens., by purchase, vice Webster; Sep. 26.

20th Foot—Capt. F L Edridge to be major, without purchase, vice Brevet-Col. Holdich, C.B., promoted Major-Gen.; Sep. 3. Lieut. Nadolig X Gwynne to be captain, without purchase, vice Edridge; Sep. 3. Ensign Alfred Dening, to be lieut., by purchase, vice F Brodie, who retires; Sep. R F Vetch, gent., to be ensign, by purchase, vice Dening; Sep. 25.

22nd Foot—Capt. C E L Bluett, from the 32nd Foot, to be capt., vice Foll, who exchanges; Sep. 25. Ensign R R Jones to be lieut. by purchase, vice H O Magra, who retires; Sep. 25. J F Wyley, gent., to be ensign, by purchase, vice Jones; Sep. 25.

30th Foot—Lieut. R Nagle to be capt., by purchase, vice J C Hobbs, who retires; Sep. 25. Ensign T R Burns to be lieut., by purchase, vice Fagle; Sep. 25. W N Leader, gent., to be ensign, by purchase, vice Burns; Sep. 25.

31st Foot—R S R Fetherstonhaugh, gent., to be ensign, by purchase, vice Vidal, transferred to the 57th Foot; September 25.

32nd Foot—Captain R N C Foll, from the 22nd Foot, to be capt., vice Bluett, who exchanges; Sep. 25.

33rd Foot—Lieut. R H Fawcett to be capt., by purchase, vice F Easton, who retires; Sep. 25. Ensign U V Richards, from the 72nd Foot, to be lieut., by purchase, vice Fawcett; Sep. 25.

41st Foot—The surname of the gentleman appointed Ensign on the 16th of June, 1858 (now Capt.) is Caulfeild, not Caulfield, as hitherto stated.

57th Foot—Lieut. C M Clarke to be capt., by purchase, vice Sir R Douglas, Bart., who retires; Sep. 25. Ensign M V Hornidge to be lieut., by purchase, vice Clark; Sep. 25. Ens. E S Vidal, from the 31st Foot, to be ensign, vice Hornidge; Sep. 25.

59th Foot—Lieut. S. L. H. H. Finney to be Instructor of Musketry, vice Shinkwin, promoted half pay Captain, without purchase; Aug. 10.

60th Foot—The first Christian name of Ensign Hutton is Edward not Edmund, as previously stated.

62nd Foot—R Hayne, gent., to be ensign, by purchase, vice H J Ferris, who retires on appointment as Deputy-Assistant Superintendent of Stores; Sep. 25.

73rd Foot—The transfer of Ens. W O Adams, from the 4th Foot, which appeared in the *Gazette* of the 20th Aug., has been cancelled; Sep. 25.

72nd Foot—Ens J W Allin, from the 14th Foot, to be ensign, vice U. V. Richards, promoted, by purchase, into the 33rd Foot; Sep. 25.

73rd Foot—Ensign H J Harrison to be lieut., by purchase, vice Earl, appointed Paymaster to the 86th Foot; Sep. 25.

67th Foot—Ensign T C Fisher, from the 59th Foot, to be ensign, vice C J Arnold, deceased; Sep. 25.

78th Foot—L G Mundy, gent., to be ensign, by purchase, vice Roberts, promoted; Sep. 25.

80th Foot—Sergeant-Major J Belts to be quartermaster, vice Sheeran, appointed Paymaster 3rd West India Regiment; Sep. 25.

83rd Foot—Ensign G N Stevenson to be lieut., by purchase, vice J M Lyall, who retires; Sep. 25. W F Marriott, gent., to be ens., by purchase, vice Stevenson; Sep. 25.

97th Foot—Captain E K Jones to be major, by purchase, vice F A Walker, who retires; Sep. 25. Lieut. R G Macdonald to be capt., by purchase, vice Jones; Sep. 25. Ensign J H Jameson to be lieut., by purchase, vice Macdonald;

Sep. 25. F A Phillips, gent., to be ensign, by purchase, vice Jameson; Sep. 25.

100th—H J Grasett, gent., to be ens., by purchase, vice Welman, transferred to the 85th Foot; Sep. 25.

Rifle Brigade—The names of the gentlemen appointed to the 67th Foot on the 29th of May, and transferred to the Rifle Brigade on the 13th of July, are Charles Robert Prideaux-Brune.

1st West India Regiment—Ens. F F R Terry to be lieutenant, by purchase, vice H J H de Visines, who retires; Sep. 25. J Williams, gent., to be ensign, by purchase, vice Terry; Sep. 25.

2nd West India Regiment—Ens. P M Lawe to be lieutenant, by purchase, vice R E D Ness, promoted, by purchase, in the 4th West India Regiment; Sep. 25. J P Stone, gent., to be ensign, by purchase, vice Lawe; Sep. 25.

4th West India Regiment—Lieut. R E D Ness, from the 2nd West India Regiment, to be capt., by purchase, vice Brevet Major Barnard, promoted; Sep. 25.

Royal Canadian Rifle Regiment—The surname of the Sergeant-Major promoted Quartermaster on the 20th of July, is McCartney, not McKartney, as then stated.

SCHOOL OF MUSKETRY.

Captain D R Barnes, seconded in the 14th Foot, to be captain, vice McKay, promoted; Oct. 1.

MEDICAL DEPARTMENT.

The first Christian name of Staff Assistant-Surg. Applin is Augustin, not Augustus, as hitherto stated.

CHAPLAIN'S DEPARTMENT.

The Rev. F Sadlier, M.A., to be chap. of the 4th Class; March 14.

BREVET.

Col. G Graydon, retired, full pay, Royal Artillery, to be major-gen., the rank being honorary only; Aug. 19.

Lieut.-Col. C H Harrison, retired, full pay, Royal Artillery, to be col., the rank being honorary only; August 15.

The undermentioned officers of

the Royal (late Bengal) Engineers, having completed the qualifying service in the rank of Lieut.-Col. to be colonels, under the provisions of the Royal Warrant of 3rd of Feb., 1866:—Lieut.-Col. J E T Nicolls; June 30. Lieut.-Col. C J Hodgson; July 1.

The following promotions to take place in succession to Lieut.-Gen. J R Young, Col. of the 80th Foot, who died on the 2nd of Sep.:—Major-Gen. H Eyre, Col. of the 54th Foot, to be lieutenant-gen.; Sep. 3. Major and Brevet-Col. E A Holdich, C.B., from the 20th Foot, to be major-gen.; Sep. 3. Captain and Brevet Major R Mackenzie, Royal Artillery, to be lieutenant-col.; Sep. 3. Captain J L Bolton, Royal Artillery, to be major; Sep. 3.

The following officers to have the temporary rank respectively assigned them while employed with the Abyssinian Expeditionary Force:—Brevet Col., with the rank of Brigadier-Gen., Sir C W D Staveley, K.C.B., half pay, Lieut.-Col., late 44th Foot, to be major-gen.; Sep. 25. Major and Brevet Lieut.-Col. W L Merewether, C.B., Bombay Staff Corps, to be col.; Sep. 25.

THE MILITIA GAZETTE.

WAR OFFICE, PALM MALL, Sep. 24.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Regiment of Royal Surrey Militia—A Roberts, gent., to be lieutenant, vice Scott, resigned; Aug. 23. C Magra, gent., to be lieutenant, vice Hamond, resigned; Aug. 23. T H Kingsford, gent., to be lieutenant, vice Rogers, promoted; Aug. 23.

2nd Regiment of Royal Surrey Militia—Lieut. J B Baillie to be captain, vice Calvert, promoted; Sep. 21.

Isle of Wight Artillery Militia—Lieut.-Col. L G Paget, half pay, Royal Artillery, to be lieutenant-col., commandant, vice Scott, resigned; Sep. 7.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieut.-

Col. B Scott in the Isle of Wight Artillery Militia; and in consideration of his long services in the Militia to approve of his being permitted to retain his rank and wear his uniform.

5th Regiment of West York Militia—Lieut. S Humby to be capt., vice Sanderson, resigned; Sep. 9.

Hussar (Princess of Wales's Own) Regiment of Yorkshire (West Riding Yeomanry) Cavalry—G Whitehead, gent., to be cort., vice Fairbairn, promoted; Sep. 11.

1st Durham Regiment of Militia—F Ayton, gent., to be lieut., vice Brigs, promoted; August 8. Robert Colling, gent., to be lieut., vice Bolan, resigned; August 8. R Hugginson, gent., to be lieut., vice Potts, resigned; Aug. 8. R H Potts, gent., to be lieut., vice Lawson, promoted; Aug. 8.

WAR OFFICE, PALL MALL, Sep. 17.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Dorset Regiment of Militia—J T Bullen, gent., to be lieut., vice Burnett, promoted; Sep. 21.

City of Edinburgh Artillery Regiment of Militia—First Lieut. R Legat to be capt., vice Mackintosh, resigned; Sep. 5.

2nd or Eastern Regiment of Norfolk Militia—E B K Lacon, Esq., to be capt., vice Allen, resigned; July 12.

Montgomeryshire Yeomanry Cavalry—A R Pryce, gent., to be cornet; Sep. 20.

Warwickshire Yeomanry Cavalry—Cornet the Earl of Craven to be captain, vice Leigh, resigned; Sep. 19.

Westmorland and Cumberland Regiment of Yeomanry Cavalry—J P Shepherd, gent., to be cort., vice Parker, promoted; Sep. 14.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Sep. 24.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Administrative Battalion of Inverness-shire Rifle Volunteers—D Cameron to be major; Sep. 17.

2nd Inverness-shire Rifle Volunteer Corps—Lieut. A Fraser to be capt., vice Cameron, resigned; Sep. 17. Ensign R MacGregor to be lieut., vice Fraser, promoted; Sep. 17.

6th Inverness-shire Rifle Volunteer Corps—T A Cameron to be lieut., vice Macpherson, resigned; Sep. 17.

9th Inverness-shire Rifle Volunteer Corps—H Mackenzie to be capt.; Sep. 17. J Leslie to be lieut.; Sep. 17.

2nd West Riding of Yorkshire Engineer Volunteer Corps—E Woodward to be second lieut.; Sep. 11.

2nd West Riding of Yorkshire Rifle Volunteer Corps—W Wharton to be ensign, vice F Vickers, resigned; Aug. 22.

3rd West Riding of Yorkshire Rifle Volunteer Corps—Ensign J Pepper to be lieut., vice J Hutton, deceased; Aug. 30. W Bateman to be ensign, vice Pepper, promoted; Aug. 30.

7th West Riding of Yorkshire Rifle Volunteer Corps—F Hall to be hon. assist.-surg.; Sep. 9.

29th West Riding of Yorkshire Rifle Volunteer Corps—Ensign J H Watts to be capt.; Sep. 6. Ens. J Ibberson to be lieut.; Sep. 6.

1st Renfrewshire Artillery Volunteer Corps—Second Lieut. W C Denniston to be first lieut. vice Scott, resigned; Sep. 11. W B Grieve to be second lieut., vice McNab, resigned; Sep. 11.

1st London Engineer Volunteer Corps—Capt. (Lieut.-Col.) H G Mon to be major; Sep. 18. Assist.-Surg. S L Gill to be surg.; Sep. 18.

6th Regiment of Royal Lancashire Militia—J D Kennedy, gent., to be lieut., vice Buckley, resigned; Sep. 10.

8th Lancashire Artillery Volunteer Corps—First Lieut. Henry A Morris to be capt.; August 26. G C Swainson, gent., to be first lieut.; Aug. 26.

18th Lancashire Artillery Volunteer Corps—First Lieut. C H Holden to be capt.; Sep. 5. Sec.

Lieut. T H Arrowsmith to be first lieut. : Sep. 5.

Liverpool Rifle Volunteer Brigade—T Holt, gent., to be lieut., vice Phillips, promoted; Sep. 9.

7th Lancashire Rifle Volunteer Corps—C H Walmsley, gent., to be ensign; Sep. 9.

MEMORANDUM.

Adjutant W Hartshorn, of the 1st Manchester Rifle Volunteer Corps, to serve with the rank of Captain; Sep. 7.

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WAR OFFICE, PALL MALL, Sep. 27.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

3rd Shropshire Rifle Volunteer Corps—Sir E A Hamilton, Bart., to be lieut., vice Lee resigned; Sep. 23.

6th Shropshire Rifle Volunteer Corps—T G Thursfield to be hon. assist.-surg., vice R Thursfield, resigned; Sep. 21.

4th Tower Hamlets Rifle Volunteer Corps—J Greenwood to be ensign; Aug. 29.

12th Tower Hamlets Rifle Volunteer Corps—L J de la Chaumette to be ensign; August 8.

5th Essex Rifle Volunteer Corps—Lieut. R Toyne to be captain, vice Barnett, resigned; Sep. 7. Ensign T Toyne to be lieut., vice R Toyne, promoted; Sep. 7.

19th Lancashire Artillery Volunteer Corps—Second Lieut. T H Calderbank to be first lieut.; Sep. 14. James Heelis, gent., to be second lieut.; Sep. 14. J Wells, gent., to be assist.-surg.; Sep. 14.

23rd Lancashire Rifle Volunteer Corps—G Burrows, gent., to be ens.; Sep. 14.

59th Lancashire Rifle Volunteer Corps—W Johnson, gent., to be lieut., vice Forshaw, resigned; Sep. 5.

1st Administrative Brigade of Cheshire Artillery Volunteers—Hon. Assist.-Surg. W Bell, from 4th Cheshire Artillery Volunteer Corps, to be assist.-surg.; July 30.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Oct. 4.

4th Regiment of Hussars—Maj. J Swinborne to be lieut.-col., by purchase, vice Brevet Col. G J Brown, who retires upon half-pay, receiving a portion of the former difference between cavalry and infantry; Oct. 5. Capt. the Hon. F G Ellis to be major, by purchase, vice Swinburne; Oct. 5. Lieut. T Gist to be capt., by purchase, vice the Hon. F G Ellis; Oct. 5. Cornet H B Griffiths to be lieut., by purchase, vice Gist; Oct. 5.

6th Dragoons—Capt. W John Wauchope, from the 16th Lancers, to be capt., vice Renshaw, who exchanges; Oct. 5. Cornet J C Kennedy to be lieut., without purchase, vice A C Dobree, deceased; Aug. 3.

Royal Artillery—Assist.-Surg. S E Maunsell, from 97th Foot, to assist.-surg., vice C D Madden, promoted on the staff; Oct. 5. F Plomley, gent., to be vet. surg.; Oct. 5.

Corps of Royal Engineers—Maj. Gen. Montgomery Williams to be col.-com., vice Lieut.-Gen. W. C. Ward, deceased; Sep. 7. Capt. W S Stace to be lieut.-col., vice Brevet Col. Sir F E Chapman, K.C.B. removed as a Gen. Officer; Sep. 7. Capt. J E Cornes, from the Supernumerary List, to be capt., vice Stace; Sep. 7.

2nd Regiment of Foot—Lieut. J C Stratford to be capt., by purchase, vice S H L T Widdrington, who retires; Oct. 5. Ens. A F F Adams to be lieut., by purchase, vice Stratford; Oct. 5. Fergeant-Major John Walsh to be quartermaster, vice John Curran, who retires upon half pay; Oct. 5.

11th Foot—Ens. C Egan to be lieut., by purchase, vice J W O'Callaghan, whose promotion, by purchase, on the 21st of August, has been cancelled; Oct. 5.

12th Foot—Ensign A Hamilton from the 59th Foot, to be ensign, vice Gibb, promoted; Oct. 5.

15th Foot—C C Baker, gent.,

to be ens., by purchase, vice A L M'Ilwaine, who retires, on appointment as Deputy Assistant-Superintendent of Stores; Oct. 5.

16th Foot—Ensign R Kane, from the Royal Canadian Rifle Regiment, to be ensign, vice Drayton, who exchanges; Oct. 5.

18th Foot—Lieut. J Wily to be capt., without purchase, vice Brev. Maj. H G A Vicars, deceased; Sep. 5. Ens. F J S Pringle to be lieut., without purchase, vice Wily; Sep. 5.

25th Foot—Ensign G O Stoney to be lieut., by purchase, vice F G Lees, who retires; Oct. 5. A H Hope, gent., to be ens., by purchase, vice Stoney; Oct. 5.

56th Foot—Lieut. G W Wood to be Instructor of Musketry, vice Ensign T C Watson, who resigns that appointment; Sep. 4.

59th Foot—A Hamilton, gent., to be ens., by purchase, vice Wade, transferred to the 57th Foot; Oct. 5.

63rd Foot—Lieut. C E Terrot to be capt., without purchase, vice W L Knowles, deceased; Sep. 13. Ensign R W Bastow to be lieut., without purchase, vice Terrot; Sep. 13. Lieut. W Stevens Ward to be adjt., vice Lieut. Terrot, promoted; Oct. 5. Lieut.-Major D Hill to be instructor of musketry, vice Lieut. W. S. Ward, appointed Adjt.; Oct. 5.

70th Foot—Ensign H C Darley to be lieut., by purchase, vice C R R Tylden, who retires; Oct. 5. F F Fyler Roupell, gent., to be ens., by purchase, vice Darley; Oct. 5.

93rd Foot—Lieut. G Forbes-Robertson to be capt., by purchase vice J Bond, who retires; Oct. 5. Ens. J A. MacVicar to be lieut., by purchase, vice Forbes-Robertson; Oct. 5. Ormelie C Hannay, gent., to be ens., by purchase, vice W J Middleton, who retires; Oct. 5. G R R Phayre, gent., to be ens., by purchase, vice MacVicar; Oct. 6.

Royal Canadian Rifle Regiment—Ens. P H Drayton, from the 16th Foot, to be ens., vice Kane, who exchanges; Oct. 5.

COMMISSARIAT DEPARTMENT.

Assistant Commissary-General F C Colquhoun, from half pay, to be assist. Commissary-Gen., vice Mitchell, deceased; Oct. 5.

MEDICAL DEPARTMENT.

Assist.-Surg. C D Madden, from the Royal Artillery, to be staff-surg., vice J Dunlop, M.D., deceased; Oct. 5.

CHAPLAIN'S DEPARTMENT.

The Rev. J F Brown, Chaplain of Fourth Class, to be chap. of third class; Sep. 15.

VETERINARY DEPARTMENT.

R Wilson, gent., to be acting vet. surg.; Oct. 5.

ROYAL MILITARY ACADEMY.

Lieut. G J Burgmann, Royal Artillery, to be lieut. of a Company of Gentlemen Cadets, vice E W Sandys, who resigns that appointment only.

BREVET.

Capt. and Brevet Major O N Chatterton, half pay, Rifle Brigade and Staff Officer of Pensioners, retired upon full pay, to have the hon. rank of Lieut.-Col.; Oct. 1.

Quartermaster W Scott, retired upon full pay, Royal Marine Light Infantry, to have the hon. rank of Capt.; Oct. 5.

Deputy Inspector-Gen. of Hospitals F C Annesley, retired upon half pay, to have the hon. rank of Inspector-Gen. of Hospitals; Feb. 1.

The following promotions to take place consequent on the death on the 6th Sep., 1867, of Lieut.-Gen. W C Ward, Col.-Com. of Royal Engineers, viz:—Major-Gen. M Williams, Royal Engineers, to be lieut.-gen.; Sep. 7. Lieut.-Col. and Brevet Colonel Sir F E Chapman, K.C.B., Royal Engineers, to be major-gen.; Sep. 7. Major-Gen. T C Luxmoore, and Major-Gen. W Faris, retired, full pay, Royal Engineers, having stood above Major-Gen. Montgomery Williams on the effective list of that corps, to be lieutenant-generals; Sep. 7. Major R Dillon half pay, late 30th Foot, to be lieut.-col.; Sep. 7. Capt. G H J A Fraser, Royal Artillery, to be major; Sep. 7.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Oct. 1.

COMMISSION SIGNED BY LORD

LIEUTENANT.

1st or Royal East Middlesex Regiment of Militia—J J Steavenson to be lieut. (Supernumerary); June 21.

5th or Royal Elthorne Light Infantry Regiment of Middlesex Militia—Lieut. F Barnes to be capt., vice Lamb, resigned.

WAR OFFICE, PALL MALL, Oct. 4.

COMMISSION SIGNED BY LORD

LIEUTENANT.

1st King's Own Staffordshire Militia—C E Welchman, gent., to be assist.-surg., vice Hearden, resigned; Aug. 30.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Oct. 1.

COMMISSIONS SIGNED BY LORDS-

LIEUTENANT.

20th Middlesex Rifle Volunteer Corps—H A Burgess to be ens.

48th Middlesex Rifle Volunteer Corps—Ens. W Blissett to be lieut. vice Packer, resigned.

1st Sussex Artillery Volunteer Corps—E Turner to be second lieut.; Sep. 21.

4th Caithness-shire Rifle Volunteer Corps—W I Patterson to be capt.; Sep. 25. J Patterson to be lieut.; Sep. 25. D M'Kinnon to be ensign; Sep. 25.

3rd Forfarshire Artillery Volunteer Corps—J Collier, gent., to be second lieut., vice Linsay, resigned; Sep. 26.

4th Forfarshire Artillery Volunteer Corps—J W Wemyss, Esq., to be hon. assist.-surg.; Sep. 26.

11th Forfarshire Rifle Volunteer Corps—G S Mitchell to be capt., vice Forrest, resigned; Sep. 26.

12th Forfarshire Rifle Volunteer Corps—Lieut. R Will to be capt., vice Brodie, resigned; Sep. 26. Ensign W Jamieson to be lieut., vice Will, promoted; Sep. 26. T Morrison, gent., to be ens., vice Jamieson, promoted; Sep. 26.

MEMORANDUM.

Her Majesty has been pleased to approve of Captain W C Thomson bearing the title of Captain-Com-

mandant of 3rd Forfarshire Artillery Volunteer Corps.

WAR OFFICE, PALL MALL, Oct. 4.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Glamorgan Artillery Volunteer Corps—A P Wilks, gent., to be hon. assist.-surg., vice Griffiths promoted; September 24.

3rd Glamorgan Artillery Volunteer Corps—R Boyle, Esq., to be capt.; Sep. 27.

16th Glamorgan Rifle Volunteer Corps—J W A Stevens, gent., to be ens.; Sep. 24.

4th Lancashire Artillery Volunteer Corps—J Bourne, Esq., to be hon. colonel; Sep. 18. Major T A Bushby to be lieut.-col.; Sep. 18. Capt. H H Hornby to be major; Sep. 18.

8th Lancashire Artillery Volunteer Corps—G Gresham Belcher, gent., to be first lieut.; Aug. 26. A J Kinloch, gent., to be first lieut.; Aug. 26.

19th Lancashire Artillery Volunteer Corps—E H Liddell, Esq., to be capt., vice Faulkner, resigned; Sep. 16.

21st Lancashire Artillery Volunteer Corps—First Lieut. W Simpson to be captain; Sep. 12. Second Lieut. J S Oliver to be first lieut.; Sep. 19.

2nd Montgomeryshire Rifle Volunteer Corps—E Pryce, gent., to be lieut., vice Beck, resigned; Sep. 28.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Oct. 11.

Royal Regiment of Horse Guards—Cornet the Hon. C R Carington to be lieut., by purchase, vice S C Newton, who retires; Oct. 12.

4th Hussars—H P Douglas-Willan, gent., to be cornet, by purchase, vice Griffiths, promoted; Oct. 12. Assist.-Surg. S Fuller, from the 19th Hussars, to be assist.-surg.; Oct. 12.

11th Hussars—Lieut. R H Verschoyle to be capt., by purchase,

vice R Calvert, who retires; Oct. 12. Cornet G H L Fellow to be lieutenant, by purchase, vice Verschoyle; Oct. 12. J C Kinchant, gent., to be cornet, by purchase, vice Fellow; Oct. 14.

13th Hussars—Lieut. W Harle to be capt., by purchase, vice G E Hill, who retires; Oct. 12. Cor. H S Walker to be lieutenant, by purchase, vice Harle. Oct. 12.

19th Hussars—Staff Assist.-Surg. T Babington to be assist.-surg., vice Fuller, appointed to the 4th Hussars; Oct. 19.

Corps of Royal Engineers—Lieut. R C Price to be second capt., vice A May, placed on temporary half pay; Oct. 12. The surname of the second captain promoted in the *Gazette* of 7th May is Maquay, and not Macquay, as therein stated. The dates of promotion of the under-mentioned officers, which appeared in the *Gazettes* of the 7th May and 25th June last, to be altered as follows, viz.:—Capt. J P Maquay to May 3rd; Capt. R N Dawson to May 8th.

5th Regiment of Foot—Lieut. T D Mackinlay to be capt., by purchase, vice E Townshend, who retires; Oct. 12. Ens. C H Broad to be lieutenant, by purchase, vice H Bancroft, who retires; Oct. 12. Ens. J B Kemeys-Tynte to be lieutenant, by purchase, vice Mackinlay; Oct. 12. R M Thornton, gent., to be ens., by purchase, vice Kemeys-Tynte; Oct. 12.

6th Foot—Staff Assist.-Surg. J W Morgan to be assist.-surgeon. Oct. 12.

8th Foot—Ens. R L Fisher has been superseded for being absent without leave; Oct. 12.

11th Foot—Lieut. F Watson to be capt., by purchase, vice T G Miles, who retires; Oct. 12. Ens. O Bond to be lieutenant, by purchase, vice Watson; Oct. 12. R E A Jenkins, gent., to be ens., by purchase, vice Bond; Oct. 12. Ens. C S G Baxter has been superseded for being absent without leave, Oct. 12.

17th Foot—T G D Boles, gent.,

to be ens., by purchase, vice W Browne, who retires; Oct. 12.

19th Foot—Ens. J Pearson to be lieutenant, by purchase, vice H C Lloyd, who retires; Oct. 12. H J Daubeney, gent., to be ens., by purchase, vice Pearson; Oct. 19.

27th Foot—Ens. L C Wheeler, from the 59th Foot, to be ens., vice Peck, who exchanges; Oct. 12.

43rd Foot—R B R Williamson, gent., to be ens., by purchase, vice D T Brett, who retires; Oct. 12. John Peirse de la Poer Beresford, gent., to be ens., by purchase, vice Lord C R Pratt, transferred to the 52nd Foot; Oct. 13.

45th Foot—Ens. J E Curtis to be lieutenant, without purchase, vice A A Pollard, a probationer for the Staff Corps in India; July 5. Ens. W Bridge to be lieutenant, without purchase, vice Curtis, whose promotion on July 31 has been cancelled; July 31.

52nd Foot—Ens. Lord C R Pratt, from the 43rd Foot, to be ens., vice H C M Ridley, who retires; Oct. 12.

59th Foot—Ens. L W Peck, from the 27th Foot, to be ens., vice Wheeler, who exchanges; Oct. 12. J Macansh, gent., to be ens., by purchase, vice N Mansergh, who retires; Oct. 12.

60th Foot—Lieut. W N Manners to be capt., without purchase, vice Brev.-Maj. C Jones, deceased; Sept. 17. Ens. T B Powys-Keck to be lieutenant, without purchase, vice Manners; Sept. 17. Ensign C Michell, from the 67th Foot, to be ens., vice Powys-Keck; Oct. 12. Staff Assist.-Surg. W M Harman, M.B., to be assist.-surg.; Oct. 12.

64th Foot—Capt. E B Batcheler, from the 77th Foot, to be capt., vice Laprimandaye, who exchanges; October 12.

65th Foot—Lieut. F G Thomson to be capt., by purchase, vice W Mitford, who retires; Oct. 12. Ens. C G B Martin to be lieutenant, by purchase, vice A H Heyland, who retires; Oct. 12. Ens. J B Fennell to be lieutenant, by purchase, vice Thomson; Oct. 12. Ens. W H

Lee to be lieutenant, vice J S Talbot, who retires; Oct. 12. H A Rasch, gent., to be ens., by purchase, vice Fennell; Oct. 12. W. Ethelston, gent., to be ens., by purchase, vice Martin; October 13. S B Royds, gent., to be ens., by purchase, vice Lee; Oct. 14.

67th Foot—Ens. V T Eyre to be lieutenant, by purchase, vice W M Kenrick, who retires; Oct. 12. G Michell, gent., to be ens., by purchase, vice Eyre; Oct. 12.

77th Foot—Capt. C H Laprimandaye, from the 64th Foot, to be captain, vice Batchelor, who exchanges; Oct. 12.

80th Foot—Surg. R R Scott, from the 93rd Foot, to be surgeon, vice Wright, who exchanges; Oct. 12.

85th Foot—Staff Assist.-surg. W R Kerans to be assist.-surg.; Oct. 12.

87th Foot—Lieut. W W Taylor to be captain, by purchase, vice R G F Poynter, who retires; Oct. 12. Ens. G L O'Sullivan to be lieutenant, by purchase, vice Taylor; Oct. 12. A K Purvis, gent., to be ens., by purchase, vice O'Sullivan; Oct. 12.

89th Foot—H C Hogg, gent., to be ens., by purchase, vice A W Smyth, who retires; Oct. 12.

92nd Foot—Ens. W C Forbes to be lieutenant, by purchase, vice R O Wallace, who retires; Oct. 12. H Gordon, gent., to be ens., by purchase, vice Forbes; Oct. 12. Staff Assist.-Surg. T C Tolmie to be assist.-surg.; Oct. 12.

23rd Foot—Surg. T Wright, from the 80th Foot, to be surgeon, vice Scott, who exchanges; Oct. 12.

100th Foot—Ens. W H A Denys to be lieutenant, by purchase, vice A W McKenzie, who retires; Oct. 12. F H Cotton, gent., to be ens., by purchase, vice Denys; Oct. 12.

102nd Foot—Ens. G F Preston to be lieutenant, vice R F Burton, who resigns; Oct. 12.

2nd West India Regiment—Staff-Serg. A B Allen to be ens., without purchase, vice Warner, promoted; Oct. 12.

MEDICAL DEPARTMENT.

To be Staff Assist.-Surgeons—R E Bredon, M.B., April 1. T O'Reilly, gent.; April 1. E J Fairland, gent.; April 1. R Murphy, gent., April 1. E Fownsend, M.D.; April 1. J O'Reilly, M.B.; April 1. W I Wheeler, gent.; April 1. D J O'Flynn, M.D.; April 1. D L Olden, gent.; April 1. J Williams, gent.; April 1. T S Cogen, gent.; April 1. J F Supple, gent.; April 1. R C Parkinson, gent.; April 1. J H Moore, gent.; April 1. G C Irving, gent.; April 1. T C Tolmie, gent.; April 1. N Wade, gent.; April 1. A Roche, gent.; April 1. G C Purcell, gent.; April 1. J R Croker, gent.; April 1. J W Morgan, gent.; April 1. R P McAlevy, M.D.; April 1. T J P Holmes, M.B.; April 1. M A Kilroy, gent.; April 1.

HALF PAY.

Captain C F Gregorie, from adjt. Depot Battalion, to be major, without purchase; Oct. 8.

BREVET.

Second Captain R B Gardner, Royal Marine Artillery, to be major; Aug. 4.

Quartermaster J Curran, retired upon half pay, late 2nd Foot, to have the honorary rank of captain; Oct. 5.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PAUL MALL, Oct. 8.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

5th Cheshire Rifle Volunteer Corps—W B Grix, gent., to be ens., vice Moorhouse, resigned; Sep. 20.

12th Devonshire Artillery Volunteer Corps—J May to be assist.-surg., vice Bazeley, resigned; Sep. 7. R B Howe, B.A., to be hon. chaplain; Sep. 7.

2nd Durham Artillery Volunteer Corps—Lord E McDonnell Vane Tempest to be capt.; Sep. 7.

8th Renfrewshire Rifle Volunteer Corps—A R Ferguson to be ens., vice Gilmour, resigned; Oct. 1.

1st Tower Hamlets Artillery Volunteer Corps—E Jacobs to be

second lieutenant; Sep. 30. J F Turner to be second lieutenant; Sep. 30.

7th Tower Hamlets Rifle Volunteer Corps—Ens. G F Wilkie to be lieutenant; Sep. 30. T R Willis to be ens., vice Wilkie, promoted; Sep. 30. J M Knight to be ens., vice Brofield, resigned; Sep. 30.

WAR OFFICE, PALL MALL, Oct. 11.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Glamorgan Artillery Volunteer Corps—T D Griffiths, gent., to be assist.-surg., vice Padley, resigned; Sep. 24.

5th Hants Rifle Volunteer Corps—Lieut. C H Grant to be captain, vice Absolom, resigned; Oct. 7.

11th Hants Rifle Volunteer Corps—E D Godwin to be capt., vice Basset, resigned; Oct. 7.

8th Lancashire Artillery Volunteer Corps—First Lieutenant G R Rogerson to be capt., vice Deane, resigned, Sep. 24. R A Clay, gent., to be second lieutenant; Sep. 24. G Clay, gent., to be second lieutenant; Sep. 24.

15th Lancashire Rifle Volunteer Corps—C S Smith to be lieutenant; Sep. 24.

24th Lancashire Rifle Volunteer Corps—J R Elliott, gent., to be hon. assist.-surg.; Sep. 24.

67th Lancashire Rifle Volunteer Corps—Ens. Robert Charlton to be lieutenant, vice Spencer, resigned; Sep. 25.

26th Somersetshire Rifle Volunteer Corps—Lieut. Francis Brice to be capt., vice Clarke, resigned; Oct. 9.

1st Wigtownshire Artillery Volunteer Corps—Lieut. J Campbell to be capt., vice the Earl of Stair, resigned; Oct. 7. Second Lieutenant A Guthrie to be first lieutenant, vice Campbell, promoted; Oct. 7. The Rev. T. Little to be hon. chaplain, vice Simpson, deceased; Oct. 7.

1st Newcastle-upon-Tyne Rifle Volunteer Corps—J Ismay to be major, vice Redmayne, resigned; Aug. 2.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Oct. 14.

The Queen has been graciously pleased to give orders for the appointment of W Rose, Esq., Dep. Clerk of the Parliaments, to be an Extra Member of the Civil Division of the Second Class, or Knights Commanders of the Most Honourable Order of the Bath; and of Major J J Greig, late of the 3rd West India Regiment, to be an Ordinary Member of the Civil Division of the Third Class, or Companions, of the Most Honourable Order.

WAR OFFICE, PALL MALL, Oct. 15.

1st Regiment of Dragoon Guards—Capt. P C Browne, from the 5th Lancers, to be capt., vice Masingberd, who exchanges; Oct. 16.

3rd Hussars—Ensign R Knox, from the 7th Foot, to be cornet, in succession to Lieut. Barret, promoted; Oct. 16.

5th Lancers—Capt. F B Masingberd, from the 1st Dragoon Guards, to be capt., vice P C Browne, who exchanges; Oct. 16.

13th Hussars—Lieutenant E C Starkey to be capt., by purchase, vice T W S Miles, who retires; Oct. 16. Cornet W J Moore to be lieutenant, by purchase, vice Starkey; Oct. 16.

18th Hussars—Ens. H W Parker, from the 12th Foot, to be cor., vice Fraser, a probationer for the Staff Corps in India; Oct. 16.

19th Hussars—Capt. S C Walker, from the 98th Foot, to be capt., vice Bishop, who exchanges; Oct. 16.

Royal Regiment of Artillery—Capt. C M Young to be lieutenant-col., vice W A Mackinnon, C.B., deceased; Oct. 1. Sec. Captain T P Smith to be capt., vice Young; Oct. 1. Lieut. H S Clarke to be sec. capt., vice Smith; Oct. 1.

3rd Regiment of Foot—Ens. W E R Keily to be lieutenant, by purchase, vice W S Cooper, who retires; Oct. 16. Ens. W H Wyld, from

the 84th Foot, to be ens., vice Kelly; Oct. 16. J H Parker, gent., to be ens., vice Farrant, transferred to the 81st Foot; Oct. 16.

5th Foot—Ens. C Hackett to be lieut., by purchase, vice J V Cooch, who retires; Oct. 16. M W Biddulph, gent., to be ens., by purchase vice Hackett; Oct. 16. Lieut. W S Darley to be adjt., vice Lieut. Miles, who resigns that appointment; Aug. 5.

6th Foot—Lieut. A Morton to be adjt., vice Lieut. J T Bowers, who resigns that appointment; Oct. 16.

7th Foot—Ens. F W Douglas to be lieut., by purchase, vice C L Lane, who retires; Oct. 16. R Knox, gent., to be ens., by purchase, vice Douglas; Oct. 16.

10th Foot—E W Adderley, gent., to be ens., by purchase, vice Hinxman, promoted; Oct. 16.

11th Foot—Ens. T H Goldney, from the 96th Foot, to be ens., vice Egan, promoted; Oct. 16.

12th Foot—H W Parker, gent., to be ens., by purchase, vice F G Girardot, whose appointment to the Army has been cancelled; Oct. 16.

14th Foot—Lieut. J L Davids to be capt., by purchase, vice Brevet-Maj. C M Foster, who retires; Oct. 16. Ens. R J C Young to be lieut., by purchase, vice Davids; Oct. 16. T Callender, gent., to be ens., by purchase, vice Young; Oct. 16. A Rutledge, gent., to be ens., by purchase, vice Thornton, transferred to the 36th Foot; Oct. 17.

17th Foot—A C Dunn, gent., to be ens., by purchase, vice O' Brien, promoted by purchase in the 63rd Foot; Oct. 16.

25th Foot—Lieut. G Dixon to be capt., by purchase, vice E H P Vivian, who retires; Oct. 16. Ens. C W M Coote to be lieut., by purchase, vice Dixon; Oct. 16. W J Banbury, gent., to be ens., by purchase, vice Coote; Oct. 16.

29th Foot—Ens. W M Prendergast to be lieut., without purchase, vice W R Elliot, deceased; Aug. 24.

36th Foot—Lieut. C Spurgeon

to be capt., by purchase, vice A F Kelsey, who retires; Oct. 16. Ens. W F Ashton to be lieut., by purchase, vice Spurgeon; Oct. 16. Ens. A P Thornton, from the 14th Foot, to be ens., vice Ashton; Oct. 16.

38th Foot—Lieut. W H R Skey to be capt., without purchase, vice A Walker, deceased; July 29. Ens. R C Nicholetts to be lieut., without purchase, vice W H R Skey; July 29. Ens. F C Burton to be lieut., without purchase, vice R C Nicholetts, a Probationer for the Staff Corps in India; July 29.

46th Foot—Ens. H H Newman to be lieut., by purchase, vice G B Byran, who retires; Oct. 16.

49th Foot—Ens. B P Cary to be lieut., without purchase, vice E L Stehelin, a Probationer for the Staff Corps in India; Aug. 9.

50th Foot—Ens. J E C Doveton to be lieut., without purchase, vice D L Grant, deceased; Sept. 26.

51st Foot—Capt. A R Keene, from the 3rd West India Regiment, to be capt., vice Scott, who exchanges; Oct. 16. Lieut. G S Robertson to be adjt., vice Lieut. W Clements, who resigns that appointment; Oct. 16.

60th Foot—Lieut. R H Beadon to be capt., by purchase, vice Brevet Lieut.-Col. Maguire, promoted half-pay maj., without purchase; Oct. 16. Ens. Sir T N Dick-Lauder, Bart. to be lieut., by purchase, vice Beaden, Oct. 16. S R Elwes, gent., to be ens., by purchase, vice Sir T N Dick-Lauder, Bart.; Oct. 16. The names of the Ens. appointed on Aug. 7, 1867, are Herbert James Hope-Edwardes, and not as previously stated.

63rd Foot—Lieut. M D Hill to be capt., by purchase, vice S Moore, who retires; Oct. 16. Ens. T D O'Brien, from the 17th Foot, to be lieut., by purchase vice Hill; Oct. 16. Ens. W J Banbury, from the 25th Foot, to be ens., vice Bastow, promoted; Oct. 16.

64th Foot—Ens. E W Adderley, from the 10th Foot, to be ens.,

vice Kelsall, transferred to the 11th Foot; Oct. 16.

73rd Foot—E H Downe, gent., to be ens., by purchase, vice Harrison, promoted; Oct. 16.

81st Foot—Lieut. H J Faircloth to be capt., without purchase, vice R G Charlton, who retires upon half-pay, having been appointed a staff officer of pensioners; Oct. 16. Lieut. H T Jones to be capt., by purchase, vice G W M Harmer, who retires; Oct. 16. Ens. H C H Man to be lieutenant, by purchase, vice Jones; Oct. 16. Ens. H C B Farrant, from the 3rd Foot, to be ens., vice Man; Oct. 16. B A Satterthwaite, gent., to be ens., by purchase, vice A Ditmas, who retires; Oct. 16.

83rd Foot—Ens. H C Bond, from the 16th Foot, to be ens., vice Metcalf, promoted; Oct. 16.

84th Foot—F R Robinson, gent., to be ens., by purchase, vice Wyld, transferred to the 3rd Foot; Oct. 16.

85th Foot—Lieut. E A Illingworth to be capt., by purchase, vice D H Mytton, who retires; Oct. 16. Ens. H W Rudkin to be lieutenant, by purchase, vice Illingworth; Oct. 16. A C E Welby, gent., to be ens., by purchase, vice Rudkin; Oct. 16.

90th Foot—Ens. A N Sandilands to be lieutenant, without purchase, vice L W Wilmer, a Probationer for the Staff Corps in India; Aug. 2.

95th Foot—Ens. J De Burgh Lynch, from the 1st Foot, to be ens., vice Wheeler promoted; Oct. 16.

98th Foot—Capt. G A Bishop, from the 19th Hussars, to be capt., vice Walker, who exchanges; Oct. 16.

101st Foot—The promotion of Ens. Maclean, on the 15th June, has been cancelled. Ens. H C Reynolds to be lieutenant, vice Riggs, promoted; June 15. Ens. T Maclean to be lieutenant, vice Reynolds, whose promotion on the 7th Aug. has been cancelled.

107th Foot—Lieut. M McNeill Rind to be capt., vice G S Dysart, deceased; July 29. Lieut. C Mid-

dlemass to be capt., vice Rind, whose promotion on the 11th Aug. has been cancelled. Ens. E Wardroper to be lieutenant, vice Rind; July 29; Ens. F W Robertson to be lieutenant, vice Wardroper, whose promotion on the 11th Aug. has been cancelled; Aug. 11.

2nd West India Regiment—Gent. Cadet T E Hewett, from the Royal Military College, to be ens. without purchase, vice Moxon, promoted; Oct. 16.

3rd West India Regiment—Capt. W C E Scott, from 51st Foot, to be capt., vice Keene, who exchanges; Oct. 16.

SCHOOL OF MUSKETRY.

Brevet-Col. W R Haliday, from Commandant and Chief Instructor, to be com. and ins.-gen. of musketry; Oct. 16.

STAFF.

Maj. and Brevet-Col. G W Mayow, C.B., half pay Unattached, to be dep. quartermaster-gen. to the Forces serving in Ireland, vice Brevet-Col. E A Somerset, C.B., who will vacate that appointment on Dec. 31; Jan. 1, 1868.

The appointment of Capt. P Geraghty as Town-Major, Montreal, to bear date Sept. 11, 1866.

BREVET.

Paymaster D Hepworth, 106th Foot, to have the hon. rank of capt.; Aug. 12.

Paymaster J FitzGerald, 109th Foot, to have the hon. rank of capt.; Aug. 12.

In consequence of the promotion of Col. Sir D E Wood, K.C.B., from the Royal Artillery, to major-gen., in succession to Major-Gen. A Tulloh, C.B., retired on full pay on July 5, the Commissions of the undermentioned officers to be altered as follow, and the subsequent promotions to take place:—

Commissions as lieutenant-cols: R Mackenzie, Royal Artillery, to July 6; R Dillon, half pay, late 30th Foot, to Sept. 3.

Commissions as majors: J L Bolton, Royal Artillery, to 6th July. G H J A Fraser, Royal Artillery, to 3rd Sept. Capt. and Brevet-Major J P Pigott, half pay unattached, and staff officer of

pensioners, to be lieut.-col.; Sep. 7. Capt. G H Colomb, Royal Artillery, to be major; Sep. 7.

WAR OFFICE, PALL MALL, Oct. 18.

MILITARY STORE DEPARTMENT.

Deputy Assist. Super. of Stores H Blakeney to be assist super. of stores, vice S Wright, deceased; Sep. 24.

Deputy Assist. Super. of Stores F G Vick has been permitted to resign his Commission; Sep. 21.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Oct. 15.

COMMISSIONS SIGNED BY LORD
LIEUTENANT.

Lanarkshire Yeomanry Cavalry—B D Campbell to be lieut.; Oct. 2. J Addie to be cor.; Oct. 9.

WAR OFFICE, PALL MALL, Oct. 18.

COMMISSIONS SIGNED BY LORDS-
LIEUTENANT.

Royal London Militia—J H Evens to be supernumerary lieut.; Oct. 16.

2nd Derbyshire Militia—F A Champion, Esq., late Capt. 52nd Regiment, to be ens., vice Jeudwine, promoted; Oct. 15.

1st King's Own Staffordshire Militia—R J Elwell, gent., to be lieut., vice Gledstones, promoted; June 14.

Kent Artillery Militia—R B Fisher, gent., to be first lieut. (Super.); Oct. 12.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Oct. 15.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

1st Lanarkshire Artillery Volunteer Corps—First Lieut. H Watson to be capt., vice J Elder, resigned; Sept. 16. Sec. Lieut. E Collins to be first lieut., vice H Watson, promoted; Sept. 16. W G Morrison to be sec. lieut., vice W L Brown, promoted; Sept. 11. R G Melvin to be sec. lieut., vice E Collins, promoted; Oct. 10.

1st Lanarkshire Rifle Volunteer Corps—R Lindsay to be lieut., vice J H Ferguson, promoted; Oct. 5.

5th Lanarkshire Rifle Volunteer

Corps—J B Burns to be ens., vice R Buntine, resigned; Oct. 3.

31st Lanarkshire Volunteer Corps—S Schuman to be ens., vice Thomson, resigned; Sept. 28.

102nd Lanarkshire Rifle Volunteer Corps—Rev. J London to be hon. chap.; Sept. 28.

Queen's (Westminster) Rifle Volunteer Corps—C O Staunton to be hon. quartermaster; Sept. 16.

48th Middlesex Rifle Volunteer Corps—Lieut. E H C Hurley to be capt.; Sept. 6. Ens. R Holditch to be lieut.; Sept. 16.

4th Glamorganshire Rifle Volunteer Corps—Lieut. G B Haynes to be capt., vice Richardson, resigned; Oct. 9. Ens. A Hall to be lieut., vice Haynes, promoted; Oct. 9. J Strick, gent., to be ens., vice Hall, promoted; Oct. 9.

6th Staffordshire Rifle Volunteer Corps—Lieut. D S Sutton to be capt., vice Twigg, deceased; Oct. 1. Ens. T S Pinder to be lieut., vice Sutton, promoted; Oct. 1.

36th Staffordshire Rifle Volunteer Corps—The Rev. C B Jackson, clerk, to be hon. chap., vice Parker, resigned; Oct. 1.

1st B Cinque Ports Artillery Volunteer Corps—Sec. Lieut. S Penfold to be first lieut., vice Rayment, resigned; Oct. 10. H Poole, Ens., to be sec. lieut., vice Penfold, promoted; Oct. 10.

9th Cinque Ports Rifle Volunteer Corps—Lieut. H Burra to be capt., vice Frewen, resigned; Oct. 10. Ens. F Bellingham to be lieut., vice Burra, promoted; Oct. 10.

2nd Administrative Battalion of Perthshire Volunteers—J S Menzies, Esq., to be major; Oct. 12.

3rd Perthshire Rifle Volunteer Corps—Lieut. J Wyllie to be capt.; Oct. 12. Ens. T Smith to be lieut.; Oct. 12. Ens. A McNaughton to be lieut.; Oct. 12. D McKerracher to be ens.; Oct. 12. P Butter to be ens.; Oct. 12.

2nd Inverness-shire Rifle Volunteer Corps—D MacLeish to be ens., vice MacGregor, promoted.

WAR OFFICE, PALM MALL, Oct. 18.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT

1st London Artillery Volunteer Corps—Assist.-Surg. F G Bennett to be surg.; June 19. Hon. Assist. Surg. W Gill to be assist.-surg.; July 17.

2nd Durham Artillery Volunteer Corps—G H Aird to be sec. lieu.; Sept. 11.

6th Durham Rifle Volunteer Corps—T Forster to be lieu.; Oct. 3. J Black to be ens.; Oct. 3.

1st Administrative Battalion of Essex Rifle Volunteers—Capt. J F P Osborn to be maj. (retaining his Commission as Capt. in the 6th Essex Rifle Volunteer Corps), vice Cardwall, resigned; Oct. 4.

2nd Bute Artillery Volunteer Corps—J E Reid, Esq., to be capt.; 5. J Ross, Esq., to be sec. lieu.; Oct. 5.

6th Caithness-shire Artillery Volunteer Corps—F Henderson to be sec. lieu.; Oct. 12.

1st Administrative Brigade of Norfolk Artillery Volunteers—W J Foreman to be maj., vice Leathes, resigned; Oct. 14.

2nd Sussex Artillery Volunteer Corps—J A Worge to be second lieu.; Oct. 1.

2nd Administrative Brigade of Lancashire Artillery Volunteers—R Anderson, Esq., to be maj., vice Wilson, resigned; Aug. 14.

THE ABYSSINIAN EXPEDITION.

BY AN INDIAN OFFICER.

From the deck of one of the Old Company's frigates, or a P. and O. steamer, I have often gazed on the lofty mountains of the Red Sea, rising tier above tier, till the more distant ones mingle with the clouds. Even the mountains of the Adriatic, magnificent as they appear when seen from that sea, are dwarfed by a comparison with those giant ranges—some of whose summits tower to the height of seventeen thousand feet above the sea level. In all my speculations on the future of this, in modern times, almost unknown mountainous region, I never dreamt of a British force, in my day, attempting to penetrate it. My idea was, that if it ever became the theatre of British enterprise, the process would be a slow one, similar, in fact, to our gradual conquest of India. First, a settlement on the coast, a thorough subjection of the natives around the settlement, and then a slow extension and feeling of our way inland. But to throw an expeditionary army of ten thousand men from India upon the coast, and march it several hundred miles inland, never came within the range of my imagination. Yet now we are in the full bustle of preparation for carrying out this bold emprise, and we expect to complete it, at railroad speed, in six months!

It is often made the subject of regret, that the study of Physical Geography should be so neglected in this country. But though the admirable lectures of Carl Ritter and Dr. Page may not attract the attention they so well merit, there is one teacher from whom, every now and then, the English public receives a lesson, and that teacher of Physical Geography is *War*. Another lesson on that subject is about to be delivered to the people of this country, and they are on the eve of making the acquaintance of a region in which they have hitherto taken no interest, and with every particular of which they have been in profound ignorance.

My first acquaintance with the shores of the Red Sea was made in 1843, when on the voyage from Suez to Aden, the Honorable Company's frigate 'Cleopatra,' in which the writer was a passenger, ran on a coral reef. It was half an hour before daylight, and the passengers were all asleep in the saloon; for in these days passengers could only be accommodated in the saloon, or more generally on deck, the officers of the ship having the cabins. I awoke with the grating noise of the ship's keel on the reef, and it scarcely needed the sudden stoppage of the steamer to make me aware of what had occurred. Dressing quickly I went on deck. Matters soon wore an ugly look. All efforts to back the vessel off were in vain. Eager enquiries were made of the officers

of the ship as to the possibility of landing, in the event of our being unable to get her off. But the answers were far from reassuring. The Arabs, according to the captain, who had surveyed the coast under Captain Moresby, were hostile to all strangers, and, as the daylight broke, a heavy surf on the shore seemed to threaten any boat with destruction. But even escaping these dangers, there was a scarcity of water to dread; for on this coast the precious element is found only at intervals, and even then it is brackish to the taste. Very blank, indeed, were the visages of some of the passengers as they grouped themselves about one or other of the officers of the ship. A French jeweller, with no end of jewellery and French goods, began to despair of his venture. A Bombay merchant, who expected to pay his passage out to Bombay by taking a large sum of gold on his person, and profiting by the exchange, put on his belt of gold before coming up from the saloon; but, on seeing the surf, feared he would either have to sacrifice it or his life. And before us all, there was the prospect of being taken into captivity by the Arabs and retained in that desolate country until ransomed, perhaps after months of detention. But fortune favoured us. Fast steamers very soon become slow in the Indian seas; and thus it chanced that when the 'Cleopatra' left Suez, well down in the water from her stock of coal, the engineer could not get out of her more than a speed of four or five knots an hour, subsequently increased to about six. Had she been a fast steamer going ten or twelve knots an hour, a hole would have been driven through her bottom, and backing into deep water would only have precipitated our fate. More fortunate still was the fact, which we afterwards became aware of, that it was dead low water when the ship struck, and as the tide rises four feet in the Red Sea, our hopes of getting off were raised. The boats were lowered, and hawsers laid astern. As the tide rose to its highest point, every effort was made to get her afloat. The windlass was rigged and manned, and hauling on the hawsers astern, and backing the paddles were continued for some time without effect. At last, a slight movement of the cable on the windlass, gave token of either the anchor dragging, or the ship being in motion. With a cheer, followed by the sailors favourite song of "Bonnie laddie, hieland laddie!" the sailors excited themselves to redoubled exertions; and slowly but surely the ship slid off the reef, and to the inexpressible relief of every one on board, once more floated freely. But she did not escape scatheless; for sixty feet of her false keel was knocked off, causing a leak which kept the pumps going, and produced no little anxiety till we reached Aden.

This little incident at the opening of my career in the East, the information about the shores of the Red Sea, communicated by the officers of the ship on the passage to Aden, and a detention of three weeks at that Pandemonium, raised in me a greater in-

terest in the African and Arabian coasts than perhaps most of the Indian passengers have felt. At all events, I eagerly perused Sir William Harris' "Highlands of Ethiopia," as soon as I could lay my hands upon the work after my arrival in India; and his description of the march to Ankober, the capital of Shoa, was indelibly impressed on my memory by the graphic account he gives of the terrible sufferings his party endured from the want of water, and the intense heat of the desert through which they had to march.

When I read in the Queen's speech that the Government intended to employ force to effect the liberation of Captain Cameron and his fellow captives, I certainly thought, with Harris's Expedition in mind, that it was little short of madness. But as time has developed the plan of invasion, the utterly impracticable nature of the task disappears. It is not intended to invade Abyssinia by the route which Harris took, and which enters that country in the extreme south. Three hundred miles to the north, another caravan route, from Massowah, presents fewer obstacles, and enters the Abyssinian highlands on the extreme north of the plateau. On this line there is no desert, while on the Tagura route an insuperable obstacle is presented to the march of ten thousand men by a waterless region, extending for a seven days' march from the coast.

Although Harris's route is not the one proposed for the present Expedition, his work is most instructive in giving us an account of the tribes inhabiting that part of Africa. Differing in degree, they are all savages, and are ready to lie, murder, or steal, as opportunity presents itself. Though more civilised to the north, the Expedition will, no doubt, encounter difficulties in their intercourse with the natives. That is to say, the latter will be on the outlook for plunder, and stealing the baggage animals may be anticipated. Harris's embassy started from Aden on the 15th May, 1841, and reached Tagura within twenty-four hours. From Tagura, which is a deep bay on the African coast, nearly opposite Aden, northwards to a point close to Massowah, the coast belt, with a breadth of fifty or sixty miles, is inhabited by a race called Danakil, or Dankali. Under the head of "Amiable Traits of the Danakil," Sir William Harris thus paints their portrait:

"A cross between the African and the Arab, the features of the Bedouin predominate; but the brutality, ignorance, and insolence of the whole set surpasses that of most other savages. The melancholy aspect of the place (Tagura) is but too well calculated to convey to the traveller a foretaste of the sufferings inseparable from a pilgrimage through any portion of the country, denominated Adel; and each barbarian of the entire population of Tagura will be found, on sad experience, to be a type of the Dankali nation. They are bigoted Mahomedans with a rigid observance of externals, and they rise from their devotions well

primed with Moslem intolerance, and are perfectly ready to lie and cheat as occasion may offer. The classic costume of the sea-ports consists of a white cotton robe thrown carelessly over the shoulder in the manner of the old Roman toga; a blue checked kilt reaching to the knees, simply buckled about the waist by a leathern belt, which supports a most formidable creese, and a pair of rude undressed sandals to protect the feet of such as can afford the luxury. The plain round buckler, and the broad headed spear, without which few ever cross their threshold, renders the naturally graceful, and manly figure of almost every individual a subject for the artist's pencil; but the population are to a man filthy in the extreme, and the accumulated dirt upon their persons and apparel leaves a taint behind that might readily be traced without the intervention of a bloodhound. Rancid mutton fat, an inch thick, frosts a bushy wig trimmed to the shape of a cauliflower, and habouring myriads of vermin. Under the melting rays of a tropical sun, the grease pours copiously over the skin; and the use of water, except as a beverage, being a thing absolutely unheard of, a Dankali pollutes the atmosphere with an effluvium, which is hardly to be equalled in the purlieus of a tallow-chandler's shop. Fops in number are to be seen at Tagura, who have called in the aid of moist quick lime towards the conversion of the naturally jet black peruke, to a most atrocious foxy red—when judicious frizzing, and the insertion of the wooden skewer, used for scratching, completes the resemblance to a carriage mop. But this novel process of dyeing, so contrary to that employed by civilised beaux, is only in fashion among the Somauli, who in common with the Danakil dandies, employ, in lieu of a down pillow, a small wooden bolster, shaped like a crutch, which receives the neck, and during the hours of repose preserves the periwig from derangement."

The character of the Danakil seems to have been well-sustained throughout Sir W. Harris's sojourn in the country, and we find the succeeding pages headed with "Foretaste of Danakil knavery," "Provoking apathy," "Systematic extortions," "Rapacity of the Sultan," "Greediness of his liege subjects," "National failing (lying) illustrated," all of which were experienced by the Embassy before it got clear of Tagura.

But bad as these people are, they are not half so bad as a neighbouring tribe, the Eesah Somauli, inhabitants of the opposite coast of the bay, who, to gratify an insatiate thirst for blood, are in the habit of making frequent incursions into the country of the Danakil. The Embassy very soon became acquainted with "these fiends in human form," for after a few marches Sergeant Walpole and Corporal Wilson of H.M. 6th regiment, who formed part of the escort, and a Portuguese servant, were murdered in bed. One was stabbed through the heart, another was struck with a creese through the carotid artery immediately below the

ear, while the Portuguese follower received a gash across the abdomen.

"No attempt to plunder appeared as an excuse for the outrage, and the only object, doubtless, was the acquisition of that barbarous estimation and distinction which is to be arrived at through deeds of assassination and blood. For every victim, sleeping or waking, that falls under the murderous knife of the Eesah, he is entitled to display a white ostrich plume in the woolly hair, to wear on the arm an additional bracelet of copper, and to adorn the hilt of his reeking creese with yet another stud of silver or pewter—his reputation for prowess and bravery rising among his clansmen in proportion to the atrocity of the attendant circumstances. It is thus that the young warriors of that diabolical tribe, "sons of the devil" as they are well named by their neighbours, gain their medals and clasps, their C.B.'s and V.C.'s.

The Embassy, after landing at Tagura, had to endure grievous delays in procuring camels; but, at length, having fairly started, they marched along the shore of the Bay by Aumbabo, Dullool, and Sagallo. At the latter place, all the water skins carried by camels, were filled at a pool, as this afforded their only supply of water for thirty miles. The next march was a very severe one, across the shoulder of Gebel Goodah. The mules drawing the Artillery Galloper gun—intended as a present to the Emperor—were completely knocked up, and the gun was taken to pieces and placed on an Eesah camel of Herculean strength. The day's march ended at Warelissa, seventeen hundred feet above the sea level—a naked tract of table land strewn with shining lava and blanched bones, with sickly acacias of most puny growth—struggling through the fissures as if to prove the utter sterility of the soil. The total absence of water, whirlwinds of dust, sand and pebbles, completed the discomfiture of man and beast. At this place began the alarm that the Bedonins who lurk in the adjacent hills, were collecting for an attack, but the Ras Kafilah, or head man of the caravan, succeeded in amicably adjusting matters for a few ells of blue cloth. The next march was across a most difficult and rocky pass, where the gun was twice shifted to the back of spare camels provided for the purpose, but how they, as well as others, kept their feet, was matter of profound astonishment. A dozen resolute men might have barred a passage, but the wild Bedouins, after reconnoitering the van and rear guards, from inaccessible heights, retired at daylight to their dens in the hills, leaving the Kafilah unmolested. They reached the Bahr Assal or salt lake, a deep basin seven miles across, half filled with smooth water of the deepest blue, and half with a glittering snow white salt. Next day they passed Dafari, a wild broken chasm, at some distance from the road, usually containing abundance of fresh water, but now drained to the dregs. The Kafilah now suffered dreadfully from want of water, the ruggedness of the road led to

the unavoidable detention of nearly all the camels carrying water, and with the thermometer at 126 degs., the place appeared a veritable pandemonium. It was found only practicable during twelve tedious hours to supply to each of the party two quarts of the most mephitic brick-dust, coloured fluid, which the direst necessity could alone have poured down the parched throat, and which, after all, far from alleviating thirst, served materially to augment its horrors. The whole journey across the low country, almost to the foot of the mountains, is a record of the sufferings of the party from want of water, and the heat of the climate; but it must be borne in mind that the Embassy started at the very worst season of the year, and that a few months earlier they would have found water in places where none could be procured in the hot season. But after a long and wearisome march through the country of the Danakil, they reached their "Canaan," the land flowing with milk and honey, and the approach to it is thus described.

"*Approach to the Highlands.*—A cool, cloudy morning succeeding to this boisterous and uncomfortable night, the caravan was in motion before sunrise across the uninteresting plain of Arbotti, in parts completely swamped, and covered towards its borders with the aloe and liliun, growing beneath spreading acacias upon a gravelly soil. Then commenced a belt of hummocks formed by under features from the high land of Abyssinia—a succession of hill and dale thickly wooded with a variety of timber and clothed with the wild aloe, through which herds of wild Baera threaded their way. The road soon entered the pebbly bed of a mountain stream, running easterly between precipitous basaltic cliffs towards the Hawash; but, although such torrents of rain had fallen the preceding night, no water was discovered in the wooded Wadi of Kokai until reaching Dathara, nearly thirteen miles from our last encampment, where we all drank of the first crystal brook that had occurred during the weary journey from the sea coast. Three thousand feet above the ocean, with an invigorating breeze and a cloudy sky, the climate of this principal pass into Southern Abyssinia was that of a fine summer's day in England, rather than that of the middle of July, within the tropics

"Having thus happily shaken off the Adel dust from our feet, and taken affectionate leave of the greasy Danakil, it is not a little to bid adieu also to their scorching plains of unblest sterility. Every change in the soil and climate of Africa is in extremes, and barrenness and unbounded fertility border on each other with a suddenness whereof the denizens of temperate climes can form no conception. As if by the touch of the magician's wand, the scene now passes in an instant from parched and arid wastes to the green and lovely highlands of Abyssinia, presenting one sheet of rich and thriving cultivation. Each fertile knoll is

crowned with its peaceful hamlet, each rural vale traversed by its crystal brook, and teeming with herds and flocks. The cool mountain zephyr is redolent of eglantine and jasmine, and the soft green turf spangled with clover, daisies and buttercups, yields at every step the aromatic fragrance of the mint and thyme.

"Ascent of the Abyssinian Alps.—The baggage having, at length, on the morning of the 17th, been consigned to the shoulders of six hundred grumbling Moslem porters, assembled by the Royal fiat from the adjacent valleys, and who now, on the road, formed a line, which extended upwards of a mile, we commenced the ascent of the Abyssinian Alps. Hitherto every officious attendant functionary had exerted himself to the utmost to promote delay, confusion, and annoyance, and each now exhorted the respective members of our party to urge their jaded beasts to an increased speed, and hasten over a rugged path, which, in the toil-worn condition of the majority, was not to be ascended without considerable difficulty. . . . It was a cool and lovely morning, and a fresh, invigorating breeze played over the mountain side, on which, though less than ten degrees removed from the equator, flourished the vegetation of northern climes. The rough and stony road wound on by a steep ascent over hill and dale—now skirting the extreme verge of a precipitous cliff—now dipping into the basin of some verdant hollow, whence, after traversing the pebbly course of a murmuring brook, it suddenly emerged into a succession of shady lanes, bounded by flowering hedge rows. The wild rose, the fern, the lantana, and the honeysuckle smiled around a succession of highly cultivated terraces, into which the entire range was broken by banks supporting the soil; and on every eminence stood a cluster of conically thatched houses environed by green hedges, and partially embowered among dark trees. . . . Lastly, the view opened upon the wooded site of Ankober, occupying a central position in a horse-shoe crescent of mountains, still high above which enclose a magnificent amphitheatre of ten miles in diameter. This is clothed throughout with a splendidly varied and vigorous vegetation, and choked by minor abutments converging towards the gorge on the confines of the Adel plains. Here the journey was, for the present, to terminate."

It may be added, that after a stay of eighteen months on the table-land, Sir W. Harris considered that the objects of his mission from the Bombay Government had been attained, and having obtained permission from the then Emperor Sahela Salassie to depart, the treaty of perpetual amity between Great Britain and Abyssinia was duly signed. Sir William Harris congratulated himself on having induced the Emperor to repeal the barbarous law "that the stranger who should once set foot in Abyssinia be not allowed to depart."

But leaving Sir William Harris, whose route to Abyssinia it

is well that the present Expedition should avoid, we obtain a very good account of the difficulties of the road from Massowah to Gondar from two travellers who have personally encountered them. Bruce the traveller, in the last century, and Mansfield Parkyns, in 1853, published accounts of their journeys from Massowah. It will appear that the country presents physical difficulties, in many places, to the march of a large body of men with baggage animals, particularly in the rugged ascents and descents to and from elevated table-lands which occur on this line of march. A few extracts from Mr. Parkyns's work will enable the reader to estimate the obstacles presented to the march of a large body of men, with their impedimenta.

"The country through which we passed during the early part of the day is rough, wild, and in some parts rocky and mountainous. Large trees are rarely met with—nothing, in fact, but shrubs and some of the different species of the mimosa tribe, the tallest of which seldom exceed twenty feet. Before nine o'clock we had shot several guinea-fowl and some large birds of the partridge or grouse kind, and had seen several gazelle, but these were too wild to let us get within shot. . . . Towards nine o'clock we descended into a thickly-wooded valley, bordered on each side by rocky hills. Our road for some distance lay along the bed of a former torrent, of which, as the dry season was now long set in, there remained but a small rippling stream, still containing sufficient water to attract to its edge several sorts of wild ducks and geese. . . . The jungle was filled with birds. . . .

"The village of Ailat, which is composed of many scattered huts, built of a framework of wood, filled in with branches of trees, straw, &c., and thatched, is situated on the edge of a large sandy plain, covered with bushes and surrounded by hills of no great size. No country in the world could be better adapted for covering game, and none could be better stocked than it is. Grouse, partridge, wild boar, gazelle, and antelopes of every size and description, abound in the immediate neighbourhood; while elephants, rhinoceros, ostriches, and sometimes giraffe are, in the proper seasons, found a little further off, and beasts of prey are everywhere to be met with. The hot spring which is situated at some distance from the village, is considered to be a favourite haunt of the lion. . . .

"The country is, as I have before said, sandy and covered with large bushes. In some places these are scattered, while in others they grow so thick as to form an almost impassable jungle. Most of the trees are thorny, being chiefly of the mimosa tribe, and their thorns are of a very formidable description, some of them being about two inches and a half in length, and as thick at the base as a large nail. Others have short curved thorns placed two and two together. These catch you like the claws of a hawk.

"The road instead of improving, appeared to grow worse as we advanced; there was, in fact, no regular road, and our guide did not appear over clever in his calling, for after frequently clambering a mountain we found, on a careful inspection of the country, that we had taken a wrong direction, and were obliged to return by the way we had come and seek another However, about an hour after sunset we had the pleasure of descending into a little plain among the hills, and of hearing voices of men and the lowing of cattle, and shortly after we arrived in sight of the village fires. It was a Saho, or Shoho, camp, for though these people build themselves huts instead of tents, they in other respects follow the custom of all nomadic tribes, only remaining in one spot as long as there is good pasture for their cattle, and when this is eaten up, seeking another. . . .

"For some distance, after passing the church (at Axum) we continued in the great Gondar road. This appellation may give an idea of macadamizing, with footpaths alongside, milestones, fences, &c.; but here the high road is only a track worn by use, and a little larger than the sheep-paths, from the fact of more feet passing over it. The utmost labour bestowed on any road in this country is when some traveller, vexed with a thorn that may happen to scratch his face, draws his sword and cuts off the spray. . . .

"The road, however, here, as in many parts of Tigrè, is abundantly watered, not only by those torrents, which, though they dry up shortly after the cessation of the rains, leave a supply of water in the holes for many months, but also by some tolerably copious streams which flow all the year round. . . . As for the appearance of the country, it is, in general, hilly, and tolerably well-wooded, but much varied in feature. Sometimes you are climbing or descending a hillock, and at others pursuing your way down a shady valley or along the level summit of some table-land. . . . Part of our next day's journey was disagreeably rough, the road in many places reminded me of the ascent and descent of the Pyramids of Giseh, but was even more difficult, being literally a staircase formed by enormous blocks of stone, with often a depth of four feet or more between each step. . . . I should remark that the rains cause to spring up a thick jungle of grass, canes, and bushes, which cover the whole surface of the country, growing to a height of several feet. When this becomes dry, it is set fire to, in some places by farmers, as the readiest means of clearing the ground, in others by hunters, to enable them to get at their game with greater facility, and often accidentally by one of these latter dropping a lighted match.

"When we arrived in sight of Adowa, I galloped on ahead of the party, anxious to obtain shelter as soon as possible; but being mounted on a weak and tired mule, and the road being of a stiff

and greasy clay, and in many places very steep, I gained but little by my haste; for the mule slid down all the hills, and stumbled and tumbled over all the inequalities of the plain. My attention being thus occupied, and the rain driving in my face, I had not leisure to enjoy a distant view of the city we were approaching; nor could I, till within a shorter distance of it, see enough to enable me to determine whether Adowa was built in the Grecian or Moorish taste. I own I rather expected to see columns or obelisks, if not an acropolis, on some of the neighbouring hills. Judge then of my astonishment when, on arriving at this great city, the capital of one of the most powerful kingdoms of Æthiopia, I found nothing but a large straggling village of huts, some flat-roofed, but mostly thatched with straw, and the walls of all of them built of rough stones, laid together with mud in the readiest possible manner. . . .

"Never did I feel in better spirits than that morning. We rode for several hours over a wild picturesque country, varied with table-lands, valleys, and hills of all shapes and sizes, and about noon began the actual descent towards the river (Taccazy). For an hour or two we were buried in deep ravines, with rocks and trees overhanging, till at length we emerged into a broad and woody flat, through the trees of which the reflection of the afternoon sun on its waters showed us the Taccazy, now swollen to a majestic river, at a distance of about half a mile. Most of our party set off at a run, eager to get a nearer view of it. I, for my part had seen nothing like a river since I left the Nile, for the Mareb is, as I have said, but a rivulet in the dry season. Indeed, it was a noble stream, in many places nearly, if not quite as broad as the Thames at Greenwich, but, in its rapid, boisterous descent, more like the Rhone as it leaves the Lake of Geneva.

"On the opposite shore appeared a belt of forest, similar to that we had just crossed, though neither so wide nor so flat, and in rear of this rose a dark mass of abrupt rocks. We ascended the stream for a considerable distance before we arrived at the ford where we were to cross."

Mr. Parkyns diverged, soon after passing the Taccazy, from the Gondar road; but from Bruce we obtain a graphic account of the ascent to the high plateau of Abyssinia, on which Gondar is situated. This pass, or ghaut, as it would be called in Bombay, by which the ascent was made, is called Lamalmon. It will, however, be instructive, first, to give extracts from the outset of his journey from Massowah, and this we are enabled give in an abridged form from the article "Abyssinia," in the *Encyclopædia Britannica*.

On the 15th of November, 1769, Mr. Bruce, with two guides, left Arkeeko, and made for Gondar, the capital of Abyssinia. After an hour's journey, he pitched his tent near a pit full of water, where he remained all day, and finally set out on the

16th. For the short space they had travelled, the ground was covered with grass, broader in the leaf than ours; but in a little time the soil became hard, dry, gravelly, and full of acacia thorns. On the 17th they changed their course from south to west, and soon arrived at a range of mountains, standing so close to one another that there was no passage between them, except what was worn by torrents. The bed of one became their road.

A storm of thunder and lightning brought down the torrent in floods at night. Next morning it was gone. Even in summer, among these hills, it is cold at night. Leaving this they came to a fine rivulet. After going along the banks for some distance they left it, and came to another of the same kind, but next day were obliged to resume their course in the bed of a torrent. The mountains in this part of the world are excessively rugged, and full of precipices, entirely destitute of soil, and covered with loose stones of a black colour.

On the 20th of November they began to ascend the high mountain of Taranta. Their road was now exceedingly rugged and uneven, intersected with mountains, gullies, and holes, made by the torrents, as well as by huge fragments of rocks which had tumbled down. The only misfortunes they met with was that their asses, being unloaded and committed to the care of a single person refused to ascend the barren mountain; and in spite, of all the driver could do set off at a brisk trot for the fertile plains below. Taranta is so destitute of soil that they could not pitch their tent, and they took refuge in a cave, of which there are many. On the top is a small village, called Halai, inhabited by poor shepherds, who keep the flocks of the wealthy people of Dixan below. The mountain is flat-topped and sown with wheat. The road down the mountain was for some distance not inferior in ruggedness to the ascent, but as they approached Dixan it improved considerably. This is situated on the top of a conical hill. The next stage was from Dixan to Adowa, the capital of the province of Tigre.

Leaving Dixan on the 25th November, they came in sight of the mountains of Adowa on the 5th December. These mountains are described as totally unlike anything to be met with in Europe, their sides being all perpendicular rocks, like steeples or obelisks of many different forms. Adowa is watered by three rivulets that never become dry, even in the greatest heats. Leaving Adowa on the 17th December he arrived at Axum. This place is watered by a small stream, which flows all the year, and it is received into a fair basin, 150 feet square, where it is collected for the use of the neighbouring gardens.

On the 20th January, 1770, Mr. Bruce set out from Axum. The road was at first smooth and pleasant, but afterwards very difficult, being composed of stones raised one above another, the remains, as he conjectured, of a once magnificent causeway.

They arrived at Sire on the 22nd, and the river Taccaze was passed on the 26th January. On the 7th February the travellers began to ascend Lamalmon by a winding path, scarcely two feet broad, on the brink of a fearful precipice, and frequently intersected by beds of torrents, which produced vast irregular chasms. After ascending two hours with incredible toil up this narrow path, they came to a small place, named St. Michael, from a church of that name situated there. On ascending to the very top of the mountain, where they arrived on the 9th February. Mr. Bruce found that, although from below it had the appearance of being sharp-pointed, it was in reality a large plain full of springs, which are the sources of most of the rivers in this part of Abyssinia.

It is unnecessary to trace his route farther. The ascent to a table-land 8,000 feet high must always be a great obstacle to a large body of men with laden animals, where, as in the case of the present invasion of Abyssinia, the approach must be made on the precipitous and highest edge of the table-land. The ascent to the Neilgherry hills from the sea coast is a good example of what the ascent of Lamalmon was to Bruce, save that the former has a made road. The lower plateau of the Wynaad has its representative in that of St. Michael mentioned by Bruce.

Of all the travellers who have visited Abyssinia and published accounts of it, Dr. Beke gives the clearest and most intelligible description of its physical features. He takes a comprehensive view of the lofty table-land of Abyssinia, and shews that it is a plateau with a general elevation on its eastern edge of 8,000 feet—about the height of the Neilgherry Hills in India. On this high table-land, under the influence of the south-west monsoon, there is a great rain-fall, and deep valleys of excavations have been made by torrents and rivers during the rainy season. The mountains described by Bruce and others as separate ranges, are in reality portions of this table-land, with valleys of excavation on either side. The peninsula of India is the very counterpart of this. There we find a table-land, with a precipitous face to the west. The spurs which now project into the Concan, or low country, are portions of that table-land, and these are the sites of the Gurhs, or Mahratta hill forts, just as in Abyssinia the same detached portions form the Ambas, or strongholds. Magdala and Dey in Abyssinia are represented by the hill forts of Rangna and Pertaubghur on the range of Ghauts. But it is not alone at an elevation of 8,000 feet that table-lands are to be met with. As in the peninsula of India, so in Abyssinia, it would appear that the plateau is the typical form of the elevated portions of that part of the globe, and we find them at various elevations close to the coast at Massowah. It is on one of these elevations that Colonel Merewether proposes to form his first camp,

before commencing the campaign. The lower plateaux along the west coast of India are very similar to those described by that officer near Massowah.

From all the accounts of travellers who have entered the highlands in Abyssinia, the passes up the mountains on the east and north present great difficulties to the march of a large body of men, accompanied by commissariat stores and baggage. But even without this information, this might be inferred from the conditions presented by a table-land of 8,000 feet, terminating abruptly in a long line of mural precipices on the east and north. Following the course of the Nile or the natural drainage of the table-land, an army would gradually ascend from the sea coast to the summit of the table-land, without being aware of the great height, but by marching onwards towards the east, it would suddenly come on the precipitous face with a drop of 8,000 feet to the low country, along the coast of the Red Sea. To surmount this ascent must be a serious difficulty, requiring time, and time is an element which does not yet appear to have entered into the calculation of the good folks at home. An expedition during the cool and dry months of the year, and terminating in April or May, by the return of the troops to Bombay, before the south-west Monsoon sets in, appears to be the general idea of the approaching campaign. But unless the prisoners are released, as soon as a body of troops has reached Adowa, or some half-way place on the road to Debra Tabor, there seems very little probability of so speedy a termination of the affair; unless, indeed, it is found practicable to push on with a very small force. For the smaller the force is, the more expeditiously will it move. If necessitated to carry grain and other commissariat stores, a large force will find it necessary to march in small detachments, one a day's march behind another, until they reach stations where water is abundant, and where they can unite, if necessary. Digging water holes for twenty thousand mules, or even ten thousand would be a difficult matter, not to speak of the length of time it would take to water the said mules at these water pools. Let us try to sketch in anticipation the probable plan, progress, and duration of the campaign.

We shall suppose that Colonel Merewether, the Governor of Aden, has made arrangements at Massowah for the disembarkation and location of the force in a camp near water. The first brigade from Bombay will leave that port about the first week of October; for I take it the Bombay Government will not wait for the transports despatched from this country, and which cannot be expected to arrive in Bombay, under an average passage of from seventy to eighty days. Plenty of experience was gained during the Mutiny, as to the voyage of both clipper ships, and steamers, and in very few instances were the voyages of the clippers under a hundred days, or the steamers under seventy. The first brigade,

therefore, we shall assume as landed in the last week of October. Much will have to be done then by the Quartermaster-General's and Commissariat Departments for the reception of the main body, and the feeding and collecting baggage animals for the march. Reconnoitering parties will be sent on to penetrate the country for fifty or sixty miles, to look out for encamping grounds, and to sound the feeling of the natives towards the expedition. As the main body arrives, the 1st Brigade will commence its march, taking with it all its baggage animals. Its place in the camp near the coast will then be taken by another brigade on landing. With the 1st Brigade a large proportion of Irregular Horse will probably march, and it is not unlikely that for this expedition they will be found the most effective arm—not only in keeping up the communications, but in protecting the baggage animals and followers, when out foraging, and, perhaps, at the end of the long march into the interior, making a 'daur' on Magdala. To the 1st Brigade will fall the task of pioneering those that are to follow, and with it, of course, will march the Sappers and Miners. Its progress will be very slow. How slow it would be bold to hazard an opinion; but if it averages five miles a day including halts, and clears a tolerable road for the main body, it will do well. As the force marches into the interior, great tact will be necessary to reassure the natives and conciliate them. It will not matter how many flocks of sheep or herds of cattle there may be in the country if the natives take alarm. Every living thing will disappear from the line of march, except plunderers.

A traveller like Sir Samuel Baker, accustomed to deal with these people, would be of great service to the military commander. Moving in advance with a small guard of irregular horse, his object would be to gain their confidence, and explain the sole object of the expedition, assuring them of protection to life and property. From our experience in India, I know how difficult a matter this will be. But if attained, it will immensely facilitate operations. Colonel Merewether will, however, probably be deputed by Sir R. Napier for this important duty, and every confidence may be reposed in one who has been distinguished among his fellows for five-and-twenty years, and whose zeal, energy, and ability have recently been rewarded by an appointment second only to the governorship of a presidency, the commissionership of Scinde—a province in which he has served for twenty years, and where his name is known and respected by every wild tribe along the frontier of Beloochistan.

It is most fortunate that the Government should have been able to lay their hands on two men like Sir R. Napier and Colonel Merewether, both so well tried and so well trusted. In them we have a guarantee that, hazardous and difficult as the march may be, all that military foresight and organization can

effect, will be exerted towards the attainment of the object in view. It is only fair to those officers that the difficulties which they are called on to surmount should be fully seen by the public, and that impatience, so often the offspring of ignorance, should not detract from the lustre of their achievements.

To any one totally unacquainted with the requirements of an army in a wild and sparsely populated country, the slow progress of the force may excite impatience. To a single traveller, the footpaths do not offer the obstacles that meet a large force trying to penetrate by communications of this kind. For example, in ascending the mountain passes with a long line of baggage animals, an accident to any one of them may arrest the progress of all behind for a time. As these occur more frequently, more time is lost, and thus the rear of the baggage and the baggage-guard, instead of being at the next camping ground in the morning, will not arrive till the evening. A repetition of this brings the column to a halt.

In India, where the march lies through a rugged country, vexatious and harassing delays are met with, and it can hardly be expected that where a mountainous tract has to be penetrated in Abyssinia, that this expedition will be exempt from them. Nor must it be forgotten that the labour of many of the followers only commences at the end of the march. Their animals must be taken out to feed, sometimes at considerable distances from the camp. Other followers have all the cooking operations to undertake. Baking can only be done on days when there is a halt; for the oven has to be built. And for the horsemen of the force, there is the labour of grooming, feeding, and watering their horses, the latter often occupying a considerable time. And for all the soldiers, both horse and foot, there is the pitching and striking of tents, and the cleaning of their arms every day.

With so large a force as Sir R. Napier is to have at his disposal, it is not unlikely that two columns will be formed to advance by different routes. An attack on two sides will utterly disconcert Theodore. He cannot be in two places at once, and he seems to have no trusty lieutenant. One of these routes, if two are selected will undoubtedly be by Adowa—one of the few places which offers a resting place for a large body of men, and where some supplies may be obtainable. Water, at least, will not be scarce, as a running stream is dammed for irrigating purposes, and forms a tank at the town.

From that place, the force to be thrown in advance on Magdala will start fair, well supplied with mules, on which probably a portion of the European infantry will be mounted. Tents and heavy baggage will likely be left there; but it is earnestly to be hoped that the force, when it arrives there, will be greeted by the captives themselves, delivered up by Theodore on receiving positive intelligence of the occupation of the capital of Tigre.

P.S.— Since the article was written, intelligence has been received of the selection of Zulla, at the foot of Annesley Bay, as the port of disembarkation, not Massowah, as was at first generally expected. We have also just heard of the arrival of the 1st Brigade on the coast, preceded, however, by a small pioneer force. As the force advances, the interest of the Expedition will deepen ; because it seems that a route will be chosen still unknown. Not quite satisfied with the tracks which for centuries, if not for thousands of years the natives have followed from the coasts to the highlands of Abyssinia, the officers of the Engineer and Quartermaster-General's Department are said to be searching for new routes. It was lately stated at a meeting of the Geographical Society, that the probable route would be by the head waters of the streams, thus turning the deep valleys of excavation to the west, and marching on a comparatively level plain. If, however, any analogy can be drawn from the Western Ghauts of India, I should say that this level plain will be found to exist only in theory and on the map. A wasted table-land like the Abyssinian plateau, must have its ravines and hills close to the watershed, and will on that line present to a force marching from north to south a rapid succession of hills and valleys, far more numerous, although not on so great a scale as those to the westward. On the Ghauts this line is quite impracticable. But no one in India is better acquainted with the peculiarities of the Ghauts than Colonel Phayre, the Quartermaster-General of the Bombay Army, now at Zulla ; and this feature of the ground is sure to occur to him from his experience at the Phoonda Ghaut, when making a road in 1852, from the coast to Kolapore.

A. A.

THE COMMANDER-IN-CHIEF ON THE EMPLOYMENT OF NATIVE IN PLACE OF EUROPEAN TROOPS, &c.

The following is an embodiment of the evidence given by his Royal Highness the Duke of Cambridge on the substitution of Native for European troops before the Select Committee "appointed to inquire into the duties performed by the British Army in India and the Colonies, and also to inquire how far it might be desirable to employ certain portions of her Majesty's Native Indian Army in our Colonies and Military dependencies or to organize a force of Asiatic troops for General Service in suitable climates." The evidence is published in a Blue Book recently issued and was given by his Royal Highness after reading the evidence given by a considerable number of witnesses of the highest authority: In reply to questions addressed to him by members of the Committee.

"The evidence given had not shaken his original opinion that

the proposal to substitute Native for European troops is a most unadvisable arrangement. He comes to this conclusion upon military grounds; he considers that it would be impossible to hold any colony unless there was a fair proportion of European troops in it: he would not object to supplementing these troops with native troops, as is the practice where the climate requires it, but he would have a strong objection to substituting the one for the other, because in proportion as the native troops are increased the European troops of the Army at large must be diminished. His objection is based on the manner in which it would affect the British Army as a whole as well as with reference to the holding of particular places.

He thinks it would be very undesirable to entrust batteries of artillery with native troops without an admixture of British troops at such places as Singapore, or the Mauritius, or at any other place. At Hong Kong it is proposed, and he considers it to be a necessity, that a native regiment should be stationed, but the European troops will be reduced in proportion; and this bore out his original objection that if the native element of the army is largely increased, the European element will have to be reduced in proportion. It is not solely on the grounds that their fidelity might be doubtful, or that their presence might be distasteful to the inhabitants of the place where they might be stationed; his principal objection rested on the indisputable fact that as a military machine, if he might so express it, one European soldier is worth a great many native soldiers. His opinion would be somewhat modified if by the substitution of native troops the European could be massed somewhere nearer home instead of being scattered in the colonies; but he is so doubtful if he could retain them if that were done, that he prefers that they should be scattered about as now; he does not believe there would be any difficulty in moving them so long as we retain the command of the sea and that command he does not think there is much fear of our losing. He believed they were as available in the Colonies as in England. In the case of the Indian Mutiny, for example, the Army was then scattered about just as it is now.

The authorities in India immediately sent to every station and requested that troops might be sent as speedily as possible; the request was complied with and though the total force gathered together was small, the moral effect produced by the arrival of these troops before reinforcements could have arrived from England was great and conduced greatly to our ultimate success. He is opposed to the entire removal of British troops from the Mauritius, Ceylon or any other colony whatever.

Every colonist and every Englishman looks for his protection to the British soldier; supplement them to any extent with native troops or volunteers, but Englishmen are the nucleus round which everything else must form and even in the case of volunteers,

supposing volunteers could be raised, a nucleus of British troops with volunteers added would be a valuable force, but volunteers without British troops would be of very much less avail.

As regards the employment of British troops in China, he would prefer to have 101 battalions and send a garrison there than to have one battalion less and have no garrison there. Of course a regiment coming from an unhealthy station would be for the moment less healthy than a regiment coming from a healthy station, but with that exception he conceives that a regiment ought to come from China in as good order as from any other station.

With respect to the Straits settlements, for the last fifty years the garrison has consisted of native infantry and European garrison artillery, but the circumstances are now altered it is now a colonial instead of being an Indian possession. When it was an Indian possession the Indian army was in itself sufficiently strong to send a reinforcement there at any moment, but now it is a colonial possession we have no right to assume that India will at be once able to send assistance to it, and it would therefore have no force to defend it besides that stationed there, which it could depend upon. The statement that though only half a battalion was stationed there, a whole battalion had been added to the colonial duty of the British army is only partially true; the question of garrisoning Point de Galle was left to the Imperial Government which decided that it ought to be garrisoned for Imperial purposes, and at the Imperial expense; the colony of Ceylon contributing upwards of £119,000 a year to the maintenance of the troops stationed in the colony. Therefore though a whole additional battalion is taken for colonial service, one half only goes to the Straits' Settlements and the other will be stationed at Point de Galle. He admits the necessity of having Asiatic soldiers of some sort at the stations mentioned, but he thinks it would be objectionable to take any portion of the Native Indian army for the purpose for this reason, that if native soldiers from India with European officers on Indian pay and allowances are sent, the pay and allowance of every officer serving with a European regiment in those colonies must be raised, and therefore as a matter of finance he thinks it would be much more expensive.

He does not object to this but he does not advocate it; and with reference to this matter he points out the enormous difference there would be between the pay and allowances of an officer serving with a European regiment and an officer serving with a native regiment.

A lieutenant-colonel commanding in China with a European regiment at present receives only £876 per annum, and a lieutenant-colonel commanding serving with a native regiment would receive about £1714; which is so enormous a difference that he considers it would not only place the officers serving with European troops in a most unfavourable position socially, but he thinks it would altogether lower the one at the expense of the other, and in the

wrong direction, because there is no question that 800 men of a European regiment is much larger and to his mind a more important charge than 800 of a native regiment, this difference of payment therefore he is convinced could not be maintained.

Of course the difference would run through all the grades; a major of a European regiment gets £675, while a major of a Native regiment would get £789. Taking every circumstance into consideration he is of opinion that wherever the two forces are joined together on service the native proportion of pay and allowance which they have in India ought to be maintained.

The whole of the native army in India is now on the irregular system and the commanding officer may be a captain, a major, or a lieutenant-colonel; but there is a certain rate of pay attached to the command which is added to whatever the rate of pay may be for his position in the army, and therefore what he would receive would always be more than what an officer of corresponding rank in a European regiment would receive; in other words it is staff pay.

In the case of the difference there would be in the pay of the officers serving in the colonies just alluded to, he did not believe that the officers would regard this difference in the same light as they do the difference between staff pay and regimental pay, because the duties of both would be exactly alike; the sole difference would be that while one was serving with a native regiment the other would be serving with a European regiment.

He has a strong objection to local corps because it is difficult to keep them in a state of discipline, but rather than see the discrepancy in the rate of pay to which he has referred he would employ local corps; though he has little doubt that a regiment from India would be a better body of men than a local corps. Supposing the difficulty of pay could be got over he should certainly modify his opinion as to the employment of the native Indian army; and in case of a great European war he would use them to any extent possible as for instance in places like Egypt and as garrisons for our colonies, though prudence would have to be exercised in employing them in European countries; he has heard that with other armies there have been difficulties in that respect. But wherever these were employed with European troops, the pay of the latter would have to be raised to the same rate as is the case in Aden now.

Concerning the difficulty of getting Indian troops to serve out of their country he cannot speak with authority, having had no experience of Indian troops, but he thinks there would be less difficulty in getting them to serve elsewhere than in their own country in time of war. The chief duties that would be required of them would be garrison duties, but he does not see why they should not be employed actively in the field in Egypt and Eastern countries generally, though he questions the prudence of employ-

ing them in places where the climates differ from their own. He does not think they would be more willing to serve away from their country in time of war because they had been accustomed to it in time of peace.

If he rightly understands from what he has seen in the evidence and from other sources the feeling of the Indian army, he apprehends that the Indian army would not make much objection to employment abroad in time of war, but that they would in time of peace; if that is a correct view he does not think the arrangement of employing them in time of peace he will not say against their will, but when they did not much care about it—would operate favourably to their employment in time of war, when they might be induced to act with greater vigour, and with a greater desire to serve the country.

When he said that the West India Islands ought to have British troops he did not mean that every one of the islands ought to have them, nor that every unimportant colony ought to have them, but there is a nucleus of these troops in the principal islands which would be available in case of disturbance in the lesser islands.

Reverting again to the case of Hong Kong and the Mauritius. In the case of the former the defence of the harbour must rest mainly with the fleet; but in the absence of the fleet at another station he wishes to have a nucleus of Europeans there who might defend it against an attack of the enemies cruisers. The number of troops stationed in the Mauritius is about 1600 or 1800, and consist of two regiments and two batteries of artillery. These he considers would be quite enough with the aid of the fleet to defend the two harbours against the attacks of an enemy until assistance arrived from elsewhere; and if there was, as there ought to be, and as it was intended originally there should be, two or three strongly fortified points into which that garrison could be thrown, there is no doubt that it could maintain its position for a considerable time against a very large force assisted by a fleet. The maintenance of possession of these ports is a very important matter. In addition, to the value of the Mauritius as a colony, which is great, the power in possession of the harbour if inimical to us, would be able to cramp if not entirely to destroy our trade with India, and that portion of our trade which is accessible from that port. Therefore that very fact alone, in his opinion renders it essential for commercial purposes that we should hold the Mauritius in such a manner that there should be no risk of anybody else occupying it. He did not think the island would be safe if it were garrisoned solely by native troops; in fact it would be one of the worst places to give up entirely to their charge.

Concerning the withdrawal of European troops from India, he hopes we shall never largely withdraw them from that country; he would rather raise new levies than do this. The force in that country has not been increased to anything like the extent that is commonly

supposed since the two armies have been amalgamated; in fact since the mutiny he believes that the increase does not amount to more than 14,000 or 15,000 Europeans. Knowing how strong the impression was and is to this day that at the time of the Mutiny the European force serving in India was not equal to the requirements of the service, he considers that a mere addition of 14,000 or 15,000 men is really nothing when the vast extent of country to be occupied is taken into consideration, and the arduous and important duties which that force has to perform.

He does not see how it is possible to reduce the number of European troops serving in India. The original schedules sent in at the time of the mutiny by Lord Clyde, Lord Strathmairn and others were far in excess of what the number has been reduced to now; and recently he saw a letter from Sir William Mansfield, which was he believed, before the committee which strongly deprecates the idea of any sort of reduction below what is now the number of European troops serving in India. He entirely concurs in that opinion; to such an extent that when a question was put to him whether it would not be possible to make a considerable reduction of the European troops in India in case of war, he deprecated that idea most strongly; he thinks that every attempt should be made to raise forces at home or elsewhere in case of war, in preference to reducing the numbers of Europeans in India.

Many still adhere to the belief that the Indian Mutiny would never have happened if it had not been for the unusual weakness of the British army in India, and he confesses that he shares that opinion very strongly, and upon that ground he says should such a circumstance occur as a European war in which we required reinforcements we ought not to look to India to get them, at all events of Europeans.

The European and Native branches of the army in India are adjusted without reference to the numerical strength of each other. There are certain stations which it is considered necessary should be occupied by European troops, and he believes it was with reference to the number of these stations that the European force has been fixed as it is now.

He is not consulted as to whether the European force in India could be reduced if the native force were reduced also; but the committee was probably aware that there existed a strong impression that any reduction of the native force in India would be an impossibility.

At the outbreak of the last New Zealand war the Government at one time thought of sending some Sikh regiments there, and the reasons why that arrangement was not carried out were that it was thought there would be some difficulty in raising the regiment and getting the men to go, and on account of the expense.

The latter, as he understood, was the main difficulty. It was thought that if the Sikhs were sent to New Zealand, the pay and

allowances of the officers serving with a European regiment and co-operating with them would have to be raised to the same standard, and therefore the expense would be as great if not greater if Sikh regiments were sent, as it would be if one or two additional regiments of Europeans were.

Besides this the colonists objected to the native troops; he believed it would be found that all the colonies would object very much, and he doubts whether any of the colonists would pay their quota, or share towards the maintenance of the force, which they are now called upon in some cases, or at all events desired to pay. If the troops they were to pay for were not European troops, he thinks it would be found that all the colonies would object strongly to paying for native troops. The reason he thinks they would object to these, is because the colonists knowing that the European soldier is the element of strength and protection they want, would consider him superior to a native soldier, of whatever description that native soldier might be; and as they prefer paying for the best description of troops they could get, they would naturally pay willingly for a European when they might have great hesitation in paying for a native.

As regards the fear he expressed that if a regiment were withdrawn from colonial service and brought home, the strength of the army at home would not be maintained above its present strength, he is led to that conclusion by the experience he has had for the last ten years. As an instance of this he stated that recently when there was an idea of raising a native regiment for Hong Kong, we were called upon to reduce the aggregate number of European troops, in order to make up for the increase which would come on to the Imperial establishment of native troops; that is to say supposing the regiment consisted of 600 natives, we were called upon to reduce 600 Europeans.

There is now a strong feeling in favour of the creation of an army of reserve and of our having a strong military force at home; but an army of reserve has a very different organization from a body of troops permanently maintained. He alluded to the permanent establishment of the army. He does not think that in that point of view the present feeling with regard to an army of reserve would have any effect in preventing a corresponding reduction of Europeans, supposing natives were taken into pay on a large scale.

Unless this reduction were made, the immediate effect of employing native troops would be to increase the estimates; because whether these troops were raised expressly, or whether they were borrowed from the Indian government, the moment they left India they would come on Imperial pay; therefore the estimates must be increased by that amount, and his experience with all the Secretaries of State for War he has known, leads him to think they would not like to increase the estimates in a time of profound peace like the present.

Then with respect to the length of the term of colonial service;

it is undoubtedly longer than it is practically intended to be. The object of every Secretary of State with whom he has had to deal and of the military authorities, has been that the army should have two-thirds of its service abroad and one-third at home, which has always been his own opinion; but we have never arrived at that point yet; but if the intention is carried out of bringing back those regiments which are still serving in New Zealand, we shall very nearly, if not quite, have arrived at the point where the infantry will be two-thirds abroad and one-third at home, so that the object we have been striving at would then have been attained.

He thinks it most essential that the House of Commons should keep up a sufficient number of troops in England to enable that to be done, but he thinks that the arrangements now going on will probably in a short time bring us to that point. It must be borne in mind that we have some very exceptional years to deal with, and therefore the service in the colonies and in India, has been rather more heavy of late than it would be under ordinary circumstances but if we once return to the due proportion then he quite agrees that the due proportion having been adjusted, ought to be kept up by Parliament maintaining such a force as to enable the troops to serve one-third of their time at home and two-thirds of their time abroad.

OBSOLETE SHIPS OF WAR.

In these days of constant and rapid change, it is difficult to decide what is obsolete and what is really modern—we mean, of course, as regards vessels of war. Sometimes we are gratified with statements from official sources, that our Navy is in a most satisfactory state; and that we are better off in ships, stores, and men than other maritime powers. At other times we are informed, by those in authority, that we have difficulty in raising the number of A.B's required for the fleet; that the stock of reserve stores is below the average; and that out of the long list of vessels which appear in the Navy List only some three or four are of any real value as fighting ships. Then again we are told that, not only have we sufficient, but that we have a superfluous number of men-of-war, and that our wisest and best course is to get rid of some of them:—that is, of those which may fairly be termed obsolete; as money will be saved in repairs, space will be provided in our principal ports for the iron-clads, and the country will not be deluded with the idea that we possess some fifty or sixty fighting line of battle ships more than we really have.

Now we are not disposed to consider all ships that have not iron skins useless for war purposes. We believe that although vessels covered with, or built of, iron are as immeasurably superior to wooden steam-ships for general actions, as wooden

steamers were to the old fashioned sailing ships, men-of-war like the Marlborough, Duncan, Arethusa and their sisters, form part and parcel of the real strength of the navy, and that the time has not yet arrived for getting rid of them as so much lumber. Everyone who was present at the great naval display at Spithead last summer, must have felt that while the line led by the Victoria would have stood no chance of success if attacked by the line headed by the Minotaur, yet that England was very much better off in having the two lines, than she would have been had she possessed the iron-clads only; especially on recollecting that all the other great naval nations still keep in commission, and in reserve, powerful fleets of wooden ships. Until France and Russia, as well as America, put on one side the whole of the ships which, a few years ago, were looked upon as the fleet of the respective nations, England will not be justified in looking upon our best specimens of wooden vessels as altogether obsolete.

But it may be asked, would you then continue to construct men-of-war of timber only? Most assuredly not. Such a course would be a mere waste of time, material, and money; and if the present Board of Admiralty were to pursue such a course, they would be fairly chargeable with the blame which some persons attached to their predecessors of squandering large sums of public money. They would not, however, have the same ground of defence; for there can be no doubt but that the policy adopted by Lord Palmerston's administration, with regard to the *matériel* of the navy, was on the whole, and under the circumstances, most judicious. In looking back some eight or nine years, it will perhaps be admitted that the reconstruction of the navy then adopted, has caused much unnecessary outlay; but it must not be forgotten that if England had, within a few years, been involved in a maritime war, serious responsibility would have rested on any administration which had neglected to make the naval preparations then generally deemed indispensable for the honour and security of the realm. If a war had occurred, say in 1862, the ships on which the heaviest part of this outlay had been incurred, would have formed some of our most efficient vessels.

And this reminds us of the great controversy which took place in Parliament, and in the public journals, about that time, on "the Navy of the future." On the one hand, the Admiralty contended that while it was their duty, as well as their desire, to construct iron-clads, it was absolutely necessary for them to raise our navy to an equality with the navies of other countries as speedily as possible, and that this could only be accomplished by converting existing wooden ships. On the other hand, the go-ahead economists of that day, urged the necessity of devoting the whole ship-building resources of the country to the construction of iron vessels, and of ceasing to spend any money on other objects. In a debate raised by Mr. Cobden at the early part of

1863, he called the attention of the House of Commons to a return which had been recently published, showing that we then possessed 558 wooden steam-vessels, 106 of which were line-of-battle ships, or large frigates, and the remaining 452 corvettes, gun-boats, &c. The smaller vessels, he stated, "may and must be serviceable in barbarous and uncivilized regions, and may be used as a sort of police of the seas;" but he contended that after the invention of a kind of artillery which projected shells, not vertically, but horizontally, with all the precision of the ordinary artillery, these 106 line-of-battle ships and large frigates were rendered obsolete, not by iron-clad vessels of war alone, but they were objectionable before an iron-clad was made. He considered that since the introduction of iron-clad vessels, wooden, vessels of war were not merely worthless, but a source of weakness and he therefore proposed to reduce the force of the navy by 30,000 men. Fortunately, the House of Commons did not adopt the proposal, neither did they endorse the sweeping condemnation which the great Apostle of Free Trade endeavoured to pass on the authorities at Whitehall. The losses incurred by the superseding of old models of ships, are only analogous to the losses which must be met in every branch of manufacture. Any purchaser, whether it be an individual, or a company, or a government, must be content to lose when the construction of the apparatus which he requires is in a state of transition. England wanted ships for present use, and she was obliged to build them after the best approved model, which was at the time, the wooden steam line-of-battle ship, or frigate. Iron frigates, cupola, and turret ships, and such like, *might* be the vessels of the future, but England had to provide for the present. While new theories were being developed war might come, and in such an event it would be of little use to reflect, that if it had been delayed five or ten years, England might have had a cheaper and more complete defence in more impregnable vessels. It is just as the government had to provide mail coaches, and the innkeepers post-chaises long after it was a positive certainty that England would one day be covered with railways. The railways might soon be constructed, but they were not yet opened, and in the meantime letters and passengers must be conveyed. The premises being granted, that England must be, at all times, superior to her neighbours, there is no escape from such losses as may have been incurred in building wooden vessels of war.

We say it is fortunate that the government did not adopt the advice then tendered by the so-called economists; for, if they had done so, we should have been in a worse position, as regards real seamen, than we are at present. The thirty thousand men whom Mr. Cobden wished to dismiss, would have been lost to the navy for ever, or the country would have had to pay enormous sums of money to get them back again into the Royal Service. It is

also fortunate that the advice which was, about the same period tendered by Mr. Lindsay, was not adopted. He objected to the construction of wooden frames for iron ships; he wanted, in fact, almost to stop the purchase of timber for naval purposes, and to build nothing but iron ships in private yards. Experience has since proved that wood cannot be excluded in the construction of ships of war, even if they be impenetrable; on the contrary, it has shown that the great majority of our ships must be constructed of wood and iron combined. Thus we have several vessels of the Amazon class, and recently the Chief Constructor has turned out the *Danæ* without any defensive armour whatever.

This ship is, in fact, built with a view to speed, combined with a very powerful armament. At the recent trial at the measured mile in Stokes' Bay, she attained a mean speed of upwards of 13 knots per hour; while her armament consists of two six and a half ton, and four sixty-four pounders; her tonnage being only 1287 tons, and the horse-power of her engines only 350; and she is built entirely of wood. Under these circumstances it would seem to be madness to discard all the finest and fastest frigates which were built before the rage for iron ships commenced. They may not be worth much when close alongside a Monitor; but they may, and doubtless would, cause the fastest Monitor afloat a considerable amount of trouble, and if well-handled, and properly armed, might carry the day.

At the same time, we quite recognize the prudence of taking into careful consideration the question of converting some of these frigates, as well as some of the line-of-battle ships into armour-clads, turret-ships, or floating batteries. A plan for doing this was, some time ago, put forward by Mr. Henwood, a practical engineer and ship-builder. Mr. Henwood's argument is, that for all intents and purposes, the bottoms of our old vessels, as they are improperly termed, are as suitable for the purposes of modern naval warfare as are the bottoms of the iron-clads; and that it is only from a little below the water line upwards that our wooden screw liners are inferior to the greater number of our new ships as engines of war. He proposes to remove all the upper portions of the hull of the three deckers, save a small part of the poop and forecastle, and to secure armour-plates, one and a half inch thick, to the present skin, or outer planking, of the ship. Over this an 18-inch teak backing is to be worked, and covered with armour-plates six to eight inches thick above, and at the quarter line, diminishing in thickness thence downwards. The plates are to be covered with three inch planking, and coppered below the water line. The armour is to extend from stem to stern. The remaining deck would be covered, from end to end, with one and a half inch plates, over which a second deck of four and a half inch planking would be worked. The portions of the original

forecastle and poop would be cased with two inch plates. Each ship would have four turrets, mounting eight very heavy guns, with pivot guns at the bow and stern.

As regards the two-deckers, Mr. Henwood proposes to convert them in a somewhat similar manner, and to let them carry two or three turrets, according to their size. Of course, he founds all his arguments on the fact, that it would be more economical to convert these ships, which we have at hand, than to construct new ones. At the same time, he does not pretend that they shall be more than mere make shifts, nor that they shall be able to go to sea in all weathers. In a recent communication to one of the daily journals, he states that a ship of the Collingwood class could be thus converted at an expense of from £50,000 to £60,000, "or, in other words, at the cost of the turrets, armour-plating, and backing, and the cost of cutting away the upper useless works of the ship, the hull with engines, cabins, store-rooms, and magazines being fitted, in good order, and paid for;" and he gives the following statement of the comparative strength, &c., of his Collingwood, of a Monitor building for the Bombay government at Jarrow, and of the Miantonomoh.

	Monitor for Bombay.	Miantonomoh (American).	Collingwood as a Monitor.
Length . . .	225 feet.	268 feet.	191 feet.
Beam . . .	42 feet.	59 feet.	60 feet.
Mean draught . . .	15 feet.	16 feet.	24 feet.
Engine . . .	200-horse power.	800-horse power.	400-horse power.
Speed . . .	8 knots.	10 knots.	10 knots.
Coals . . .	92 tons.	350 tons.	250 tons.
Armament . . .	4 18 ton guns.	4 15 inch guns.	4 600 pounder.
Broadside . . .	1,200 lb.	1,800 lb.	2,400 lb.
Armour . . .	7½ inch.	7 inch.	7½ inch.
Complement . . .	100	185	150

Assuming that all Mr. Henwood's figures are correct, there appears to be much reason for urging a trial of his scheme; but in all matters of this kind, the calculations are frequently not perfectly trustworthy, and it appears that, in this case, the proposer has felt it desirable to somewhat modify his plans. In reply to a question put to him in the House of Commons, the Secretary to the Admiralty stated that Mr. Henwood had sent in amended calculations professing to take some considerable amount off the hulls of the ships he proposed to convert. And Lord Henry Lennox added, "the Admiralty were most anxious to see Mr. Henwood mature his plans, but they were not prepared, so long as the drawings and calculations, as to weight and displacement were erroneous in the opinion of the professional officers of the Admiralty, to hand over to Mr. Henwood a ship of a considerable number of tons to be dealt with as he pleased. Mr. Henwood's last design was under consideration."

If the professional officers to whom the Secretary of the Admiralty alluded should see their way clear to pronounce the proposi-

tions referred to them for consideration as likely to be in the main correct, we hope the Admiralty will give Mr. Henwood an opportunity to convert some of the two deckers into Monitors for coast defence; but we rather incline in favour of the suggestion that some five or six of them might be prepared as troop ships, to be used, not in conveying the ordinary reliefs, but on emergencies, such as the "Trent" affair, or possibly for the Abyssinian expedition. We have no doubt that the fact of such ships being ready for use as transports, would tend to check the prices asked by private shipowners for the hire of their steamers as regular transports, and the government would always have at their command enough tonnage to remove a considerable force at a moment's notice. They need not be fitted in the same manner as the Himalaya, Orontes, &c., nor anything approaching the completeness of the Serapis, Crocodile, and the other Indian troop ships; but more after the manner that they would be, if they happened to be in commission, and were suddenly ordered to embark troops.

THE ORGANIZATION OF THE WAR DEPARTMENT.

In the multitude of counsellors there is safety. This was the opinion of a wise king, whose opinion carries weight, but he reigned in the piping times of peace, and spoke under their inspiration. His brother applied the maxim to war, and came to grief, when adhesion to the solitary counsel of Achitophel would have secured him victory. The practice of "how not to do it" is as old, at least, as the War Department of Absalom. Whether we can get out of the groove in these latter days remains to be seen. More than a year ago our authorities looked into the matter, and took stock of the great establishment in Pall Mall, and the result is discouraging. Only one thing is brought out clear, namely, that here the multitude of counsellors is destruction. Officials differ as much as the doctors, and support their opinions by as good reasons, so that one is almost brought to the conclusion that they are all right and all wrong. The problem put to them, indeed, is a difficult one to solve. They are asked to square the circle of a department which refuses to be anything but round. How are a hundred horse-power to be controlled by one hand, a hundred officers spanned by one pair of eyes, and a hundred functions discharged at the self-same moment, by one brain? This is a sum beyond the rule of three, vulgar fractions, decimals, and algebra combined. It drives statesmen—if not diviners—mad; and they leave it to be worked out by multiplication—throwing in officials as Stephenson threw bricks into Chat Moss, to fill up. At last, we are beginning to see that this slap dash process, though

it answers for a railroad, gives no cohesion to a War Office. Offices will not fall into it by their own gravity, nor officials learn to act together by underground telegraph. A department must either be capable of such compression as to dispense with the multiplication system, or it must be cut in two, and each moiety take a head of its own, like a divided animalcule. This is the philosophy of the day. Mammoths and behemoths are voted extinct; and the question to be decided is, does the present War Department come into this category, or is it unwieldy from its structure rather than its magnitude.

It hardly needs to mention the former organization of our war administration, which embraced three separate departments—the War Office, the Ordnance, and the Horse Guards, and placed the War Office nominally under the Secretary for the Colonies, though it was really directed by the Secretary of War. This organization was called a “system.” And the system brought us through some big wars, and some little ones, too—not without credit on the whole, but with many breakdowns. We all remember its collapse. Whether this was due to innate defect, or to the rust of forty years of peace, no one stopped to inquire, the nation deciding with one voice to get rid of the “system,” and try a responsible Minister. Thus the Ordnance Department and the War Office were merged in one, and the Horse Guards brought under a break, but not exactly subordinated. There was a general feeling at the time, that the alteration went either too far, or not far enough, but no one can deny that the immediate effect was beneficial. Though we were engaged in a great war, and this reform was analagous to changing front in presence of the enemy, energy was infused into every branch of the service, and we created a commissariat, transport, and hospital organization on the field of battle. The “system” had embarked in an invasion of the greatest country in Europe without these accessories, and our army landed in the Crimea as a sort of flying column, which required only pouches and knapsacks. Unfortunately the war was over before the defects of our equipment were remedied. Still it was seen that the new War Department had done well. It has since undergone the trial of a ten years’ peace, and we have had time to look into its imperfections, and find that it is far from what it ought to be. But where are we to effect improvements? Is it expedient to place the whole under one chief, or shall we go back to something like the “system,” and abandon the principles of administration established during the Crimean war?

There is no doubt that Lord Palmerston intended to solve this question. One of his pleas for putting aside Parliamentary reform was the urgent need of military reform, of a reconstruction of both the departmental and internal organization of the army. And it is certain that the subject will be among the first which will engage the reformed Parliament. The popular leaders have given

notice that they intend to have greater efficiency in the War Department, and to see our whole war service placed on a sound footing. Things are to be put in such order that the march of a regiment from Aldershot to Hounslow shall not break them down, and if such a catastrophe occurs, it is to be possible to find out who is to blame. There could hardly be a better preparation for this perfection than the reigning administration at Pall Mall, comprising two able and experienced officers, Sir Edward Lugard and Lord Longford, and a practical statesman, like Sir John Pakington. We see not why these functionaries should not mature a plan which will sweep away obstructions, and answer the requirements even of a parliament elected by household suffrage. They combine the qualities necessary for understanding the question; they have had experience of the departmental routine, and they have seen what delays are created by intricacy, and what *fiascos* by divided functions. And here we come on the point for amendment. It is manifest that we are still involved in the "system," and that this has rather been doctored than abolished. We must found reform on new lines, and Sir John Pakington must give up timber in the War Department as completely as he did at the Admiralty—and we believe he will! All our war material should be of the character adopted by the age, and the Seven Days' War in Germany should give us a lesson in the machinery of campaigning as well as in armament, so that our management may be on a par with our breechloaders—and management means an efficient war department.

It is too late to consider whether efficiency was compatible with the arrangements of our fathers. Somehow or other, these did drag through, but they have had their bottom knocked out, and are past resuscitation. Progress does not imply going back, but forward, and we must proceed in the course we have begun; consequently, it would be idle to discuss the expediency of putting the Ordnance and the War Office under separate chiefs, and reverting to a state of divided responsibility. Indeed, the starting principle of reorganization must be a concentration of responsibility. Not only should the Minister for War remain Master of the Ordnance, but he ought to be also Commander-in-Chief. This is his position under the great military powers of the Continent, and foretokening shadows prepare us for the same eventuality here. In fact, the principle is already admitted, and, to some extent, is virtually acted on. The Commander-in-Chief makes no important appointment but through the Minister for War; and it is through the Minister for War he submits to the Queen his selections of recipients for honours; so that his sphere of independent action is very circumscribed. Fate has decreed that it must grow smaller by degrees till it totally disappears.

But we must not underrate the difficulties of amalgamation. They are greater in this country than under the military powers of

the Continent, because the War Minister is responsible to Parliament, while in France and Prussia, where the military service is the best organized, he is only responsible to the sovereign. Hence the French or Prussian Minister need be only a practical soldier, which he always is, whereas in England he must have some pretensions to be a statesman, and, consequently, is generally a civilian. Even when a soldier, there is no instance, since the inauguration of the present system, of the war department being headed by a professional Minister who has seen real service. It is true, General Peel possessed military rank, and showed that he understood the mechanism of the army, but his knowledge came from observation and aptitude, not from experience. He has never gone through the apprenticeship of a campaign. And, though we admit the benefits he conferred on the Army, we must apportion some of the credit of his administration to his successive counsellors, Sir Henry Storks and Sir Edward Lugard. Lord Panmure and Major Beresford had served in the Army, but were without practical knowledge of war, and had not General Peel's intuition, so both of them bungled and blundered. Never was so much money spent on our military service as under Lord Panmure, and never was so little done for the cost. With General Peel came economy and an era of improvement. His first administration gave us the Armstrong gun, and his last, the breechloading rifle. He virtually abolished flogging, that stigma of the British Army, raised the soldier's pay, and introduced provision for his recreation, instruction, and comfort. The path was smoothed to promotion, and the gate thrown open to honours. Here are great and admirable changes, enabling the recruiting-sergeant to hold out attractions which the humbler classes can find in no other calling. So much for a practical Minister for War. It leads us to understand what efficiency would result from having one chief, if the machinery, now so complex, could be adapted to such an arrangement. Is it possible to have fusion without confusion? The example of France and Prussia, and even our own experiments, tell us decidedly that it is.

What has been the effect of placing the Ordnance service under the War Minister, and abolishing the office of Master-General? First, we have made an enormous stride in the development of artillery. The old Ordnance Department did nothing. Its ambition was to remain stationary, keep the old guns and the old fortifications, and pooh-pooh any suggestion of change. Inventors were handed over to a committee of old fogeys, whom the great Duke called the "Woolwich doctors," and whose function was to put those troublers of Israel to death, either by a happy dispatch, or the lingering torments of suspense. The result was, that our artillery was in the same condition after forty years of peace, as when we closed a forty years' war. There had been a flood of inventors, but the Ordnance Department stopped the way

and kept them back. At last, we were surprised by a European war, and there was found to be a block somewhere, which impeded our whole action. Some asserted that it was at the Horse Guards, and some at the War Office, but nobody could lay his finger on the spot till the newspapers pointed to the Ordnance Department. Instantly the nation's eyes were opened. The vital organ of the Army, its provider and armourer, was in a state of congestion. Whatever else was wrong, here was plainly a radical infirmity, which must be attended to. Professor Gamgee declared there was only one mode of dealing with the rinderpest—it must be stamped out; and the country could think of no other treatment for the Ordnance Department. The institution disappeared, and with it the obstruction, improvements raising their head from that moment. The Enfield rifle and Lancaster gun heralded the way for Armstrong and Fraser in artillery, and the Snider breechloader and Boxer cartridge in small arms, while the Royal Carriage Department has supplied the army with the most thorough facilities for transport.

Nevertheless, the establishment needed for these purposes alone shews the difficulty of bringing our war service under one administrator. The Ordnance service manufactures the whole armament of the Army and Navy—that is all our guns and small arms, and all our ammunition, shot, shells, fuzes, rockets, and cartridges; also the means of transport, including every description of carriage, camp equipment, and pontoons; it embraces a large chemical establishment, a vast laboratory, and a storage of equipments, constituting a department of itself; it has charge of the fortifications at home and abroad, directs all engineering operations, and all experiments in gunnery, and is responsible for the barracks of the whole empire. Woolwich Arsenal will shew us something of what it has to do, and how it is done—in a way, we may boldly affirm, that no country in the world can equal. No one can walk through that labyrinth of industry, and behold the incessant action of its forest of shafts and its smoking furnaces, or hear the din of the mighty hammers and the whirl of the mightier machinery, without comprehending that he here beholds the right hand of our power. Nor is it possible to see this without perceiving also that every operation is under good management. Not only do we find the skilled artisan and the competent foreman, but each department is controlled by a scientific officer, who understands all its uses. Hence we may observe 5,000 men and 500 machines working at a thousand different tasks at one moment. On every side the eye meets some process of turning, moulding, boring, punching, shaping, or casting. But does this unity of the workshop pervade the whole Arsenal, or even one of its departments? Can Colonel Boxer scan the entire laboratory, or Colonel Clerke grasp the range of the Carriage Works? Undoubtedly this is done; for it is only through such supervision that the work is so efficiently accomplished.

There may seem to be less difficulty with the organization of the Horse Guards, but this is because the details are out of sight, and the public see only the working. The Horse Guards embraces three offices: the Military Secretary's, the Quartermaster-General's, and the Adjutant-General's, and ostensibly the controlling authority is the Commander-in-Chief. But the Commander-in-Chief is at least obliged to take counsel with the Minister for War, and on some points—and those points of importance—he is bound to take the Minister's orders. Even his selections for honorary distinctions are scrutinized at Pall Mall before they are submitted to Her Majesty, and must have the Minister's approval. Instances might be cited of names having been erased from the list, thus not only overruling the Commander-in-Chief's selection, but implying a rebuke. We do not say under what administration, either of the Horse Guards or the War Department, this was done, nor whether the measure was or was not justified by the selection. Nor shall we say that such a power should not be vested in the Minister as a check. But if it is a good element, why should the power stop here, and what necessity is there for a Commander-in-Chief at all? There is no Commander-in-Chief in France, and Sadowa was fought by an army marshalled by a Minister for War. The Prussian battalions, though numbering more than our combined force of regulars, militia, and volunteers, marched into hostile countries, with every equipment complete and every want foreseen, insomuch that they even carried planks to fit the piers of bridges which had been blown up. What a contrast to the march of our Life Guards from Aldershot to Hounslow, after a week's notice! Can we look upon the two results in any light but as showing the difference between a divided and a concentrated authority? And if the organization of our army is such that a regiment of cavalry is left twenty-four hours without supplies, when it moves from one part of the kingdom to another, how can it meet the exigencies of a European war? Some may consider that we have had enough of the Hounslow march, and don't want it dinned in our ears for ever. But we are rather too apt to take this view of our shortcomings. There is a great outcry for a time, and we make a nine days' potter, when the affair blows over, and nothing is done in the way of amendment. The truth is, that in these cases it is a waste of time to go about asking whom shall we hang? The breakdown is not the fault of an individual, but of a system. There has been a great talk of our passion for routine, but what we suffer from is the want of routine, not its prevalence. Routine may be intricate, and require to be simplified, but, in any case, it does its work in the end. The characteristic of our arrangements is that the work is left undone. We have a chain of A, B, C, and D, but the movement of A fails to run through, and we stick in the mud at D—sometimes even at B. This is because we have no routine. Routine is to a department what the rail is

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to a railway—it carries on the train ; and there can be no despatch of public business where it is absent. Routine, in short, is method. If we find that A cannot reach D through B and C, what is the logical conclusion? Necessarily that B and C are in the way, and should be got rid of; not that we should abolish D. And if the War Department cannot keep the army in hand through the Horse Guards, it is the Horse Guards that will have to suffer. We can't abolish the army.

As we have intimated, the functions of the Horse Guards are manifold, and comprise all the arrangements for clothing, quartering, recruiting, and training the army, movements of regiments and reliefs, commands, appointments and promotions, transport and supply. Here is no lack of work, and everyone admits that the Commander-in-Chief has enough to do. No public authority—we had almost said no editor of a magazine—has to wade through so much manuscript. Think, for instance, of the reams of memorials he reads—or, at least, is expected to read. One of Taylor's vans would be too small to hold a year's accumulation of these documents, and they form but a part of his studies. He must certainly cast his eye over the minutes of court-martial, lists of selections for promotion, and the thousand and one reports and returns which come from the various branches of the service. Let us allow that most of this is brought before him in abstract, and the labour will yet be great. But it does not end here. Often the matter calls for inquiry, or entails a consultation, or involves reference to documents sent in before, and, though the formal answer is written by a secretary, the instructions for letters must be penned by the Commander-in-Chief himself. Yet all this is only the drudgery of the office. There is a good deal of manual work to be done—reviewing, inspecting, and holding of levées, visitations of camps and stations, and granting of interviews. It cannot be said that any of these duties are neglected by the Duke of Cambridge. He is astir early and late, and goes regularly through the round. Indeed, there is a general admission that our deficiency is not attributable to our functionaries, but to their functions.

Our army in Europe is less than that of a third-rate power. Belgium, for instance, maintains 100,000 soldiers; and Italy, a power of the second order, has a peace establishment of upwards of 200,000. But, far from diminishing their armaments, the Powers of the Continent are resorting to every method of increasing their force. Sadowa has more than ever established that victory will rest with the biggest battalions, and governments now recognize no limit to these but the population. It is everywhere recognized that such a condition of things not only renders peace insecure, but must lead to war; because vast armaments both provoke jealousy in neighbours and excite ambition and arrogance in their possessors. Thus the insolence of Prussia has become

a proverb. She is the Irish bully of the Continent, walking about constantly, and inviting everybody to tread on her tail. Sooner or later the challenge is sure to be accepted, and we shall have a Continental war. Will England be able to keep out of the struggle? Our doctrine of non-intervention would be a guarantee, if the conflict restricted itself to Central Europe. After allowing Prussia to dismember Denmark, which we were pledged to defend, and which we kept swearing that she would touch at her peril, we have no excuse for interfering between Prussia and France, when Prussia has to fight for her own. But unhappily Europe is in such a state of combustion that a fire on the Rhine will spread to the Danube and the Hellespont—perhaps even to the Scheldt. And it is idle to say that England can stand by, and feel no interest in this conflagration.

Intervention in a European conflict means that we must be able to put at least 100,000 men in the field at once. The days of small expeditions are over, and a little war in Abyssinia now demands a larger force than we sent in the old days to drive the French out of Spain. Yet it is manifest that we can spare no men from our home establishment. Probably we might manage with its present strength at home, resting on the militia and volunteers—both under a better organization, of course, and largely increased in numbers. But the 100,000 men for service in the field would have to be outside of this muster, a positive augmentation. This will bring on our War Department and Horse Guards more than double their present labour, and we know they are unequal to the strain. Nor is their inadequacy to be made up by patching. There must be a new organization, and everything should be viewed in relation to the expansions of the age, and the increased need of precision. It must not be forgotten that our administrative changes during the Crimean war hardly came to a trial. We had but just got up our force, when the French declared for peace, and we lost the opportunity of seeing how the War Department would come out. Croakers were not wanting, however, and there were stories afloat that made us glad to see our soldiers at home again. Like General McClellan, we could at least say the army is "safe." But our next European conflict can hardly afford us such favourable conditions as we possessed in the Crimea. There we were in alliance with the only power that could face us at sea, and which was also the greatest military power in the world; at the same time we were supported by the military resources of Turkey and Italy, and the passive co-operation of Austria, which obliged Russia to keep a large force inactive. We may have to enter our next contest with no other allies than the feeble countries we go to protect, and with all the conditions of our last struggle reversed. Thus Belgium is in danger from France, Holland from Prussia, Italy has shown that her sympathies are with Greece in the Eastern question, and, what is more

menacing, France has joined Russia in two dictatorial notes to Turkey. The only great Power from whom we could expect co-operation, according to present appearances, is Austria, and her adhesion is not to be counted upon; for we can no longer say that her policy is conservative. She is supposed to be willing to seize any opportunity of recovering her position in Germany, and a war to prevent Prussia advancing south of the Maine would probably find her on the side of France. At any rate, she looks to compensating herself in the east for her losses in the west and south, and she has room for expansion towards the Danube. The chances are that Austria will not be on our side.

No one will pretend that the War Department is in a condition to face such a conflict, yet the conflict is one for which all Europe is preparing, and which, though it may be averted, is more likely to come than not. Hostilities are expected about the time when England will be electing a Parliament under household suffrage, and the War Department may have to face this power and a general European convulsion at the same moment. There are different opinions as to the character of the new electors, but they are universally admitted to possess one quality—pugnacity, which will dispose them to rush into war, and they make no secret of their intention to remodel our army. We must not forget that it was the working-classes that drove us into the war with Russia, and the same spirit will be kindled by the spectacle of Belgium or Holland fighting for their independence against the same odds, and looking to England for succour. But the working-classes will no longer be only a mob: they will be a power in the State, and, under great excitement, this power will be exerted in a way nobody can foresee. One thing is certain, the new Parliament will be a stern master. It will tolerate neither inefficiency nor negligence, and somebody will be held responsible, where there is any collapse. The great defect of our service is that it allows responsibility to be evaded, so that it is difficult to fix a default, and the defaulter, when he is brought to light, is sure to prove a subordinate. But neglect in a subordinate generates a suspicion that there is some weakness in the chief. Disasters may happen on a railway through the negligence of a signalman, because there is but an instant for the signalman to act, consequently no time is afforded for a superior to see that he is alert. But this is not the case in military affairs. The chief of a department receives notice of the requisition his department is to meet, and we will suppose that he instructs the proper officer; but his responsibility ought not to end here. He should be a surety to the country for the efficiency of his subordinate, otherwise the department may as well be without a chief. We may expect a household-suffrage Parliament to establish this doctrine. With its constituents clamouring for economy, and pointing to the efficient machinery of their co-operative societies and trade-unions, it will not be satisfied to pay

a high salary to a chief whose department breaks down in its extremities. It was the custom of Napoleon to punish the chief in such cases, and this is the usage in Russia. The failure at Hounslow the other day was traced to a deputy assistant-commissary-general, who had been duly ordered to make the necessary arrangements; but surely it was somebody's business to see that he obeyed the order. We should place little confidence in the post-office if the delivery of our letters were left to the discretion of the postman; but a proper supervision imparts to the post-office the regularity of a clock, and we cannot doubt that it would exercise the same effect in our military service. The success is due to personal responsibility, which pervades the post-office from end to end, and the new Parliament will discover that the shortcomings of the War Department arise from the absence of this principle. Doubtless it is difficult to impress it on an organization of such magnitude, but we must remember that the organization of the post-office is equally colossal, and yet there the responsibility is thorough. The post-office is at work in every village of the United Kingdom, on every sea, in all our colonies, through the length and breadth of India—nay, of the world. This vast business is in progress every day, and hour, and minute, and nowhere does it fail. We talk of the intricacies of the War Department, but what are these compared with the fusion of our post-office with the posts of every country in the world, with the routine of its five daily deliveries in London, its thrice-a-day despatch on every railway in the country, its packet and ocean service, its division of postage with foreign and colonial post-offices, its receipt of money for money-orders, for deposit in the savings-bank, and for annuities and insurance. The work of the War Department, great and onerous as it is, seems insignificant by the side of this task. And it should be borne in mind that the post-office is no expense to the country, but adds about five millions a-year to the revenue, while the War Department entails a fabulous cost. Surely it is time to inquire, why one service can be so perfectly organized, and all its complex machinery brought under one head, while the other is so weak and divided. The contrast will immediately strike a democratic assembly, and we must look for an early change.

Is the War Department itself prepared—we will not say with any scheme, but any notion for its reorganization? About the principles to be adopted there can be no dispute, as all authorities agree that what we want is concentration and responsibility. In short, if we are to be in a position to meet the military powers of the Continent, we must resort to the system of the Continent, and put our military administration under one chief. The difficulty will not be greater here than in Belgium, where the government, as with us, is a constitutional one, and the Minister for War is changed with every change of ministry. It is not imperative

that our War Minister should be an orator, as the Department can be represented in Parliament by an under-secretary, who, as he will have no professional duty, may be either a military officer or a civilian. The head of the Department should be a general officer, and there need never be a difficulty in finding a suitable one, whatever party is in power. We have general officers on both sides of the question, besides neutrals, and the Duke of Cambridge might serve with either party. The Earl of Longford is a proof that the army could supply a parliamentary under-secretary, though, as already remarked, this post might be filled as efficiently by a civilian as a soldier, perhaps more so. And the obstacles to a fusion of the various departments disappear on examination.

Thus the Horse Guards might remain as at present, under a military secretary, a quarter-master-general, and an adjutant-general, but it would lose the Commander-in-Chief, that office being vested in the Minister for War. So with the Ordnance, all its branches should be placed under one under-secretary, subject to the same authority. Here we attain at once concentration and personal responsibility. The Minister for War is not only the supreme, but the sole authority. He is directly responsible to the country for the efficiency both of the army and its administration—for his own acts and the acts of everyone under his control, to the humblest functionary. And this responsibility of the Minister will fix a like onus on every individual in the service. Under such a system, nobody would leave orders to take care of themselves, because nobody would have this latitude of action. The head of a department would understand that it is to him, not to one of his subordinates, that the Minister will look for the execution of the departmental work, and that on him will fall the odium—ay, and the penalty of any breakdown. We have not to create a new machinery, but to simplify that which exists, substituting a centrifugal motion for the wheel within wheel. This is the sum of the wisdom of all the authorities—give our whole war service one chief. Here statesman and soldier are of one opinion, and it is an opinion that commends itself to every practical mind. An organization which is already broken, by the abolition of the separate administration of the Ordnance, and which has shewn itself improved by the change, must be considered in a state of transition. Indeed, we are informed that the War Department constantly makes new encroachments on the Horse Guards, advancing on the domain of its eastern neighbour, like the sea on our eastern coast, and never giving up the ground it has won. But this is not a result to be desired, because it leaves responsibility more undefined than ever. The interest of the army and the weal of the country—things happily identical—require amalgamation as well as subordination, and the one is useless without the other. Why should not the

military authorities prepare a scheme which will effect the object? At all events, let them seriously consider what the scheme should embrace; for they may be assured that it will be one of the first undertakings of the new Parliament. S.W.F.

THE SPANISH ARMADA AND THE PORTUGAL VOYAGE.

(Concluded.)

We left Drake and Norris at Cascaes in no amiable temper, and though somewhat moderated by the lucky capture of the Easteiling fleet, the discord between them soon rose to such a height that any cordial co-operation was quite out of the question; but they agreed on one thing, which was that they must return to England. Accordingly they sailed on the 3rd of June, when nine Spanish galleys followed them, endeavouring to cut off any stragglers, but were beaten off. In accordance with Sir Roger Williams' idea, they "spoiled the sea coast" as they skirted it, and plundered Vigo. Here the fleet separated into two parts. The ships that were in the best order made their way, under Sir Francis Drake, to Plymouth, where they arrived on the 21st of June. The rest were at sea until July 3rd, under Sir John Norris, and if we may take the state of the *Nonpareilla* as a sample of the rest, it is a wonder that they ever reached England. Her gallant captain writes thus to Secretary Walsingham. It will be seen that in his distress he has forgotten to date his letter; but his thorough English spirit appears in his resolution to make "an Indies journey, thereby the better to abet [enable] myself to do Her Majesty service after my return."

"Most humbly craving pardon in that I did not write by Mr. Ashley,* the sickness taking hold of me that night caused my slackness therein.

"As concerneth the particulars of the journey, after our departure from the Groyne, I omit in that your Honour hath been informed by Mr. Ashley. There wanted not willing minds to put in execution any meet service against the enemy, with a great desire to have gone unto the Islands, had not God's visitation touched us with sickness, the like that we had after departure of the Spanish army the last year.

"For mine own part, I wanted no sorts of victuals for my companies, for that I had of mine own provision for 300 men for two months; notwithstanding, of near 300 men, there escaped but three only from the sickness, whereof my son was one.

*Anthony Ashley was a clerk of the Council, who accompanied the expedition, and furnished "My Lords" with formal reports of its progress. Some few of these which have been preserved, have been examined, but they contain nothing that needs quotation.

"I was forced to perform the Master's part from Bayona, for that I had never a man of conduct left in my ship but was vehemently sick, or dead.

"The extremities were great; 150 sick, beside those which had been sick, so as the whole were not sufficient to steer the ship and attend the sick; but God yielded me favour to bring home Her Majesty's ship with twenty-eight persons able to do work. Dead about 114.

"As the misery was great then, so it ceaseth not the continuance, as also the lack of money to comfort the diseased, wherein for mine own companies and followers I have yielded that succour my ability would stretch unto, being driven to sell a hundred pounds' worth of plate therefor.

"This journey hath cost me £1,000, the last year £300, so as now the little rest I have, which I gave my children if I had died, being £2,200, I mean by God's favour to employ with some other help of my friends upon an Indies journey, thereby the better to abet myself to do Her Majesty service after my return.

"Service might be done that way, observing the season of the year, with 1,200 men, that might get Her Majesty gold and silver, which is greatly needful here in England, the want whereof breedeth many inconveniences, as at this instant if mariners be not paid, sith they were pressed, and by proclamation published to have martial law if they failed, in that it was under Her Majesty's service and pay, I fear me it will move slackness when service shall require them—a matter in my poor opinion greatly to be regarded.

"When time shall serve, I will embolden myself the continuance of your Honour's favour unto Her Majesty, that I may have her permission for our journey.

"I most humbly thank your Honour for all your favours, and particularly for the causes of my iron mills. I can no ways shew myself so thankful as it meriteth, yet always such as my life and all the power that is or may be in me shall be at your Honour's devotion during my life.

"Plymouth, this — of July, 1589. .

"Your Honour's in all duty during life,

"THOMAS FENNER."

What account Drake gave of himself we know not; indeed it is remarkable how few of his letters of this period are to be found; but Norris was ready with his pen, and he at once sent off his brother Sir Edward to Court, charged with communications for Secretary Walsingham and others. His situation was indeed an embarrassing one; his sick and dying men were about him, and he had spoil enough to meet all their demands, but he feared, as afterwards proved to be the case, that the disposal of it would be taken from him, which he justly regarded as discrediting him in the eyes of the world. To Walsingham he writes thus, evidently

looking to enlist him on his side against Drake, who enjoyed the powerful patronage of the Lord High Admiral. The case may, in a measure, be looked on as "*Navy versus Army*," the United Services not being known in the Elizabethan era.

"I trust your Honour hath already received news of the arrival of the fleet by letters sent from Sir Francis Drake, since which time myself, with four or five-and-twenty sail of the rest of the army came hither on Thursday, because we would the more perfectly and with better expedition understand Her Majesty's pleasure and my Lords of the Council in many points. We have thought good to dispatch my brother to attend their pleasure; so we humbly beseech your Honour to afford him all favour in the dispatch of his business. The chiefest matter that doth import us is, that it will please my Lords of the Council to allow that we may make sale of such goods as were taken in the hulks towards the pay of our soldiers, mariners, and other charges of the voyage, a thing that we take in reason and equity cannot be denied us, since they were taken within the King of Spain's territories. We rely upon your Honour's favour for our better and speedier dispatch, fearing lest we shall find some humours ready enough to cross us in this as well as in former matters. We are much afraid that Her Majesty will mislike of the event of our journey. It is true that, by reason of the extremity of the sickness, it is not succeeded as otherwise we had hoped it should, especially for our profits; but for Her Majesty's honour and the reputation of our country I trust there shall justly no fault be found in our actions. If the enemy had done so much upon us, his party would have made bonfires in most parts of Christendom, and if we shall disgrace our own doings we are unworthy of good success. It will please your Honour to take upon you the protection of us and the cause; and thus referring all things to my brother's report, and resting most devoted to your Honour's service, I most humbly take my leave. Your Honour's most assured at command,

"Plymouth, this 4th of July, 1589.

"J. NORREYS.

From the following letter to his brother, it is evident that the Drake party had the best of it at Court.

"Brother, Mr. Ashley hath brought letters from the Council authorizing the Mayor of Falmouth and any justices to make sale of the goods from the hulks, and in his instructions he himself is authorized with Mr. Hawkins and the Mayor to make sale likewise, and to see the mariners and soldiers paid. Of us, not any mention, but that we should be utterly dispossessed of the goods, and discredited as not fit to pay our own men—a good reward for our service. We write to my Lords of the Council that by our commission we are authorized to make distribution of all prizes, which we cannot do if they be sold and the money received by others; that therefore

it will please their Lordships that ourselves may be trusted with the sale of the goods and payment of our men, alleging that would not be refused to the meanest person that had ever taken charge. This matter I pray you solicit with as much expedition as you can, and if it be not granted, I will quickly come and see you. The Lords write also that we should write our opinions what present service may be done, either for the Islands [the Azores,] or for St. Andero. You can inform them of the state of our forces, but we must be better used before I enter into any new service. I long greatly to hear from you, understanding that my Lord Admiral and his are in the same humour that we left them; and so in haste and pain, for I have been tormented with the stone, I will commit you to God. Plymouth, this 13th of July, 1589.

"Your most loving brother,

"J. NORREYS.

"I have written to Mr. Secretary as you wished me, and send my provisions into Flanders, but I am sorry you are so soon come from the Court."

The following, no doubt, is the letter alluded to. Walsingham submitted it to Burghley, and he has marked "apostilles" as they were called, in the margin, (which we print as foot-notes), ordering letters to be written to call Mr. Mayor and his coadjutor to account.

"It may please your Honour, the pluralities of commissioners appointed for the sale and oversight of these goods have brought us into such confusions, that of corn and other commodities that would have been worth £10,000, we shall never make one quarter, for the Mayor and Mr. Hawkins, who carry the greatest sway in the town, under the colour of their authority, do hinder both town and country from buying of any thing, to the end to bring all things to base prices, and then to take them into their own hands. The like course is held at Dartmouth with the Mayor and such as my Lord of Bath appoints to deal in this matter. I beseech your Honour that there may be speedy order for it. It may please your Honour also, that whereas Mr. Hawkins and the Mayor have received from Her Majesty and us above £12,000 for the supply of victuals and pay of the debts,* I can assure your Honour that the Army hath never received thereof the worth of £1,000, and whereas I was a mean that some of the money might be employed for paying for furniture in Flanders at our first coming hither, inquiring after his account, he alleged £500 laid out for furniture, which now, upon the receipt of your Honour's letter, he is fain to deny, and saith the money is laid out otherways—whether he is a fit man to receive the profit of these prizes into his hands, your Honour may well judge. In end, by their devices they keep us that not one penny is to be had for pay or transporting our soldiers, or rather of our sick men,

* "Letters straitly charging the Mayor and Hawkins to make account to the Commissioners, and to send it to the Court."

the number whe eof increaseth daily. I therefore pray your Honour that some letters may be written to the justices hereabouts and the Mayor, to advance what they may, the selling of this corn,* which would be a great benefit to the country, for themselves will confess that if these ships were not here, corn would be sold at six shillings the bushel, and we offer it at ten groats, and rather than fail at three shillings. And thus attending your Honour's pleasure I most humbly take my leave. Plymouth, the 15th of July, 1589.

"Your Honour's most assured at command,

"J. NORREYS."

Though not able to render all the service that was required, Walsingham was evidently looked on by Norris as a sincere friend. He accordingly writes freely to him, and expresses his intention to abide by his advice. The "we" throughout these latter letters we must remark, mean only Norris and his friends. Drake was evidently at daggers drawn with them, and we can only wish that we had his explanation of matters which seem to bear hard on him. The point is one of considerable interest, which we commend to the notice of any future biographer of the first English circumnavigator.

"It may please your Honour, We have sent their Lordship somewhat more particularly our answers to Mr. Ashley's† instructions, wherein we trust their Lordships will consider the great trouble and time that so great business doth require. The army is now thoroughly dismissed, the companies delivered to their new captains, and order set down for their transportation, so that nothing now remaining for me to do in this infected place, I intend to repair towards London if I have no other direction from your Honour.

"Amongst the other directions, under correction, we think that very hard, that the remain of our munitions be taken from us; but those and all other crosses and disgraces I will, according to your Honour's advice, patiently endure till I may answer for myself, when I doubt not but to shew myself such as the place I held required. Till then I beseech your Honour not to alter your accustomed good opinion of me, at whose service I rest altogether devoted, and so humbly take my leave. Plymouth, this 25th of July, 1589.

"Your Honour's most assured at commandment,

"J. NORREYS."

A rough draft of a letter of thanks to the Generals exists in the Public Record Office, but it is so interlined and altered as to be almost undecipherable. It has no date, and there is nothing to shew whether it ever was dispatched or not.

The following list of officers who perished in "the Portugal Voyage" shews that many more fell by sickness than by the sword.

* "Letters requisite to the Commissioners, and to certify what they sell."

† The clerk of the Council, already mentioned. He was now employed to adjust the accounts.

By referring to the letter of Sir Roger Williams and Captain Thomas Fenner, it will be seen that the mortality from the former cause was truly frightful, and it by no means ceased with the return of the fleet to England; on the contrary, it raged so violently, that a proclamation was issued forbidding persons who had been on board coming to Court; it is probably this that Sir John Norris alludes to, when he says that he shall repair to London if he has not Walsingham's directions to the contrary.

"Slain at the battery of the Groyne, Captain Spencer, Lieutenant of the Ordnance.

"Shot walking about the town, and died after, Captain Younge.

"Slain with the fall of the wall by the mine, Captain Sidnam.

"Slain at the overthrow of the Spanish camp at the bridge, Captain Cooper, Corporal of the Field.

"Slain at the landing at Peniche, Captain Pewe, (had no charge).

"Slain at the sally at Lisbon, Colonel Brett, Captain Earsey, Captain Carre.

"Hurt in the arm at the sally, and died of it, Captain Chechister.

"Slain or taken with the galleys, Captain Winshawe.

"Drowned running from the galleys, Captain Caverlie.

"Died of Sickness.

Sir James Halles.

Captain Barnishe.

Captain Umpton.

Captain Morgan, junr.,

Captain Philpott.

Captain Palmer.

Captain Morgan.

Captain Higate.

Captain Dockra.

Captain Finche.

Captain Fulforde.

Captain Newton.

Captain Younge, jun.

Captain An. Samson.

Captain Harte.

Captain Kingswell.

Captain Burkitt.

Captain Modie.

Captain Stutfeilde.

Captain Prideux."

Captain Eaton.

We have said that Walsingham had his "own correspondent" in the expedition. This was Ralph Lane, a hardy voyager, who visited Virginia in 1585, and was muster-master-general in the camp at Tilbury; his position was the same on the present occasion. It is evident that he was a shrewd observer, and his letter, though rather long, is well worth reading.

"Right Honourable,—If I had been as sure of a trusty messenger to have committed my letters which I sent to your Honour from the places of our service as it stood me upon to be well assured of, I would then have been bold to have filled the same with special advertisements to your Honour of the courses of our proceedings and counsels of the same—matters in truth fitter for your Honour's privacy than advertisements of base events of actions, which every common person that had been present at the same, and had comen over, could have as well advertised your Honour by word

of mouth, as myself could have done by letter. But forso-much as abroad I could not do this truly and plainly without offence to the Generals, and consequently not without prejudice to myself, I deferred the same till my return (if ever), resolved then at the full to discover to your Honour by writing and words even the bowels of my conceit in all the particularities of this past service, the rather for that I understand since my coming home by my nephew, Robert Lane, the bearer hereof, that your Honour found yourself in some special sort satisfied with the contents of my advertisements from the Groyne. To the which, if I had durst, I would then have added these notions which now (because by the Proclamation I am neither sound enough in my person nor cleanly enough in my apparel to wait upon your Honour either in Court or at home to deliver my speech,) I will not fear with many faults to trouble your Honour with the reading of.

"I would therefore from the Groyne, besides the events of our actions there, first and principally have certified your Honour by the likelihoods of our courses and counsels what probable conjecture might be made of the success of our emprised actions, when courses set down in paper to your Honours were nothing at all in action put in exercise; the squadronage of our fleet set down by the two Generals at Plymouth, (the order whereof was sent to my Lords of the Council in a book fair written), and yet the same in the whole process of the service no more put in any use from the first day of our setting sail out of Cawsand Bay until the day of the galleys' attempt upon us near Cape "Pytcher,"* neither then, afore, nor after, than if never there had been any such matter thought of, which gave the galleys such an advantage against us as, if the Almighty had not taken their senses and courage from them, not four, but forty of our fleet must have burned and sunk in the seas before our eyes as these others did, without possibility of any rescue by mean or provision of order whatsoever.

"I would also have advertised your Honour that at our first landing at the Groyne, having, the third day of our arrival, most happily and in truth most honourably to the glory of God, honour of Her Majesty, reputation of the Generals and of our nation, won the base town by assault at land and sea, and in the same sacked and spoiled an infinite magazine of the enemy's, burned such shipping as there we found in harbour, having in like sort there lighted upon a store to have supplied our fleet with all provisions to be wished for of victuals, with all tackling or what else a navy could have need of in abundance, even for the pains of carrying it aboard, and in the end, to the frustrating of all this, and that no use might be made of it, we did sit down with our army about a walled town garrisoned with eight companies of soldiers. We planted a battery against the same upon the land side, and to the sea left it open every day in despite of us to be refreshed with new men, munition

* So in the original. What place may be meant we know not.

and victuals at their pleasure, by means of two galleys, which we could not cut off from the first to the last. And by the means of this idle vain siege, not only to give our men leisure to spoil themselves with drunkenness in a most plentiful town, and to take their lanes to their ensuing destruction, but also to give time to the enemy in the country within two leagues of us to gather head for an army to have cut all our throats at our reembarking, if God in His mercy had not in the end blessed the General with a most happy victory in the battle of Ponte Burgos, which, with a notorious spoil of that part of Galicia, being the most peopled and best province of all Spain, might, in the beginning, with greater damage to the enemy and less adventure to ourselves, have been more safely performed.

“ I would in like sort further have advertised that our landing at Peniche in Portugal, bravely and happily, by the mercy of God, performed, and that most particularly by the Earl of Essex and the Colonel-General two hours before the General (upon whom myself amongst others with my skiffs and companies attended) could take land, notwithstanding all the uttermost endeavours he and all we could make. The town and castle yielded the first and second day, and without leisure given to the King, Don Antonio, to publish his arrival to his friends within the realm to give them means to rally themselves together for him, the very third day we marched towards Lisbon, and upon a bare word given by Sir Francis Drake that he would without all fail pass St. Julian's and meet us with the fleet at Lisbon, the army to have thrust itself most valiantly into the suburbs of the said town, and in the end of three days finding that he came not, and ourselves in want of powder and match to maintain a fight half a day against the enemy if he should offer it unto us, neither being provided to tarry three days longer for any good fortune, which I protest to your Honour I did, as it is well known, advise before the General, contrary to the opinions of all the rest of the Colonels then called to council, with haste enough we marched to Cascaes, the castle whereof did after yield itself, and so concluded all our former travails and adventures with just nothing.

“ And now I humbly crave pardon of your Honour if I have at the present been over tedious to the same. But truly, Sir, the inward grief that presseth even my bowels to have seen with mine eyes so honourable and great opportunity (by God His mercy) offered for Her Majesty's safety and greatness, and for the damning of the forces of so puissant an enemy as the Spanish King, the pique to be continued with great facility, yea, and to Her Majesty's benefit with due foresight, all to have been omitted and now utterly lost by two so overweening spirits contemning to be advised and disdaining to ask advice. Besides through that humorous mind with misery [miserliness] and covetousness, an unvaluable [not to be valued] spoil of soldiers,

especially of commanders, captains, lieutenants, and serjeants, poisoned with ill and most unwholesome provisions for victuals tolerated by them. All which, since it hath pleased the Almighty for His mercy to have suffered me, amongst a number better than myself lost in the voyage, to have thus passed through, I find myself even bound in conscience before the Almighty in my loyalty to Her Majesty and zeal to my country, as also in the sincerity of my affection to your Honour, not to conceal from the same my knowledge touching the premisses, to the end that by like overgreat and full authority hereafter to be laid upon one or two Generals whatsoever, without restraining them to seek a council for the wars of principal officers and commanders in the Army, as by former most worthy presidents, the greatest Dukes of this land have heretofore in the like actions been enjoined to use, the like inconveniences hereafter may not ensue, which the Almighty in His mercy turn from us, who evermore bless and preserve your Honour. From London, the 27th of July, 1589. Your Honour's humble and most assured during life,

“RAFE LANE.

“Postscript.—I humbly beseech your Honour that this my frank advertisement may by your honourable care not turn prejudicial to me, but by your wisdom may be turned to the service of Her Majesty and benefit of the commonweal, for which wholly (I protest) of my part they are meant, as also not to suffer your Honour to be unacquainted with the certainty of all our courses from the first to the last, howsoever in the common report to the world they otherwise seem to have been carried.”

The records make no special mention of what became of the soldiers and sailors of this unfortunate expedition, but Stowe tells us, “some went into Barbary, some into France, others into Flanders, and the rest came to Plymouth, where they had five shillings in money and their furniture allowed them.” Strange to say, this handsome allowance of a shilling a month failed to satisfy the unreasonable fellows, and “after performing many unruly pranks in divers shires, they began to plot how they might achieve some special act to relieve their present want.” For this end they planned a raid on Bartholomew Fair, and 500 of them accordingly assembled in Westminster. But the Lord Mayor was equal to the occasion, and marched 2,000 armed citizens to Temple-bar, at sight of whom “the rabble rout dispersed and was gone.” Their “unruly pranks” had already brought summary punishment on several of them in the neighbourhood of London, as Stowe tells us, and of one being hanged on a sign-post at Kingston, “for a terror to the rest;” but as this did not have the desired effect, and “many men misliked of their doings,” seven more were executed in London two days after. Two of these suffered in Smithfield; but it was not the terror of the law that averted the sack of the merchants' booths in Bartholomew Fair, that was the work of my

Lord Mayor, Sir Martin Calthorp. He had already received the honour of knighthood, not so common then as now ; but whether his activity on this occasion gained any official acknowledgment, we know not.

MEMORANDA, HISTORICAL AND GEOGRAPHICAL, ON ADEN.

By Lieut. C. R. Low, (late) I.N.

In the unbroken chain of outposts that girdle the globe, the military station of Aden forms one of the strongest links, and I now propose to give a general sketch of this most interesting place, which may some day play no inconsiderable a part in the great struggle for supremacy in the East ; for I suppose in the natural order of things mundane, "some day" the war cloud will burst over our heads, and the war fever rouse to arms ourselves or our countrymen of a future generation, much as it did "in the days when George the Third was king."

For upwards of three years the writer had the unhappiness of being attached to one or other of the ships of war of the late Indian navy on the Red Sea station, and as Aden was the head-quarters, he had ample means of judging for himself of its capabilities.

Aden, which lies in 12 degs. 52 mins. North Lat., and 45 degs. 5 mins. East Long., has been frequently likened to Gibraltar, to which, indeed, it bears a great resemblance, both on account of its enormous strength and its rough outline ; when viewed from a distance however, like many other general resemblances, the fancied likeness vanishes on a closer survey, for Gibraltar is situated at the foot of its precipitous cliffs, while Aden lies in the hollow of an extinct crater.

Officers and others journeying out to India may pass through Egypt, even through Cairo, without being much struck by the sight of anything around ; but there is that about this strange mass of rock that projects so grandly into the Arabian Sea that must arrest the attention of the most unobservant or unimpressible of passers-by.

Howard Russell, the *Times* correspondent in India during the Mutiny, wrote of it amusingly enough. I shall transcribe the passage, as it is a good specimen of his picturesque style, though to any one who has resided any length of time at Aden, there are some errors in his clever, rattling account, errors that are pardonable in "special correspondents," who can only give a few hours in "doing" any place while *en voyage*.

"Early this morning, saw in the distance a line of crags, like sharks' teeth, rising out of the water. These resolved themselves into sharp saw-back ridges of rock, cliffs, and peaked mountains, of

rich rufous and Vandyck brown, streaked with red and black, as we approached. Surely here are Vulcan's workshops! Here Brontes, Stereopes, and Pyracmon have cleared out their cinders since the days of Saturn; here are the dust and ash-heaps of the Cyclopean forges. Not one little tree—not one blade of grass—not one patch of verdure the size of a man's hand! The eye seeks the summit of those tumuli, in expectation of the smoke of the subterranean fires in which those rocks were melted and cast out in beds of scorix and ashes. The blue sea seems actually to fizz at the base of these tremendous hills of slag, and to boil and splutter as it heaves against them. High in the air, on the top of the highest peak, a flag is flying from a lofty staff. The old Union Jack is flaunting a welcome to us; a house which looks like a child's Noah's ark can be detected near the staff by the curious. Round by bluff and sloping sheets of ashes, we glide swiftly; here and there white straight lines run across the ravines, which seem to topple over us. These resolve themselves into walls of solid masonry. Tunnels and archways are seen high up amid the crags. A round building of stonework, with black specks on the flat roof, looks very like a fort; and see! as we round the point and run into the shallow bay before us, there is another house, from which the dull black eyes of the cannon are staring right at you. The bay holds some half-dozen merchant-men, most of which show French colours; a flotilla of Arab dhows, an odd-looking steam-sloop, and a small armed schooner. The cinders seem to have been shovelled away to form this bay. Before us there is a row of three or four white houses, one story high, thatched with reeds, rising out of ashes, and backed by mountains of cinders. Here and there the cinders rise in cones over the bay, and on the top of those cones are perched some half-dozen isolated houses; one or two huts on the beach complete the public and private buildings of the port; but the military station is perched in an extinct crater, about three miles away, where it is nearly as hot as if the volcano were in full activity.

"Travellers have sought in vain to convey to their readers their impression of the extreme aridity and desolation of Aden, because there are no words which can give an idea of a settlement of human beings fixed among a series of extinct volcanoes. I thought as I looked at it that I felt very much as a thirsty fly would feel who had suddenly dropped down on the coking establishment of some great railway company, with this difference, that I could not fly away."

What first strikes the visitor as he surveys the promised land from the decks of a Peninsular and Oriental steamer or government transport, is the rugged promontory that juts boldly out into the sea, forming certainly the most remarkable feature on the south coast of Arabia. This rocky headland is called Jibbel Shamsham, from the turreted peaks on its summit. It is of limestone formation, the most elevated point being some 1776 feet above the sea. It extends five miles from east to north, by three miles in breadth, and its

southern point is called Ras Sinailah by the Arabs, and Cape Aden by us. Numerous rocky points project from Jibbel Shamsham, forming an anchorage for small native craft.

In the cool season—pardon the expression, I mean the season when life is perhaps supportable—some of us more energetic midshipmen used to scale the dizzy height of Shamsham, take luncheon on the small plateau at the top, where, in a comfortless hut, perched on the very brink of the precipice, two native signalmen resided for the purpose of repeating the “number” of any merchantmen, or firing an old six-pounder, or burning a blue light when the mail steamer hove in sight. All the way up the rugged path on the side of old Shamsham there were to be seen the remains of ancient fortifications and other buildings; the road is built in a zigzag direction about 10 to 12 feet broad, and was constructed many centuries before our occupation of the place.

Two miles to the east of Ras Sinailah is Ras Marshigh, which forms the south-eastern extremity of the peninsula of Aden. The next point of importance is the small fortified island of Sirah; it commands the eastern bay and town of Aden, is of a triangular shape, and some 600 feet in height. The island is half a mile long, by 600 yards broad, and at low water, owing to the filling up of the sand, it is connected with the mainland. When the British conquered Aden, there were some ancient fortifications on the summit of this islet which have since been greatly strengthened, and also three reservoirs of water. The anchorage on this side of Aden is unsafe, owing to its being totally unprotected from the easterly winds; but from June to August, during the prevalence of westerly breezes, it forms a good harbour, having from five to eleven fathoms of water.

The chief port is round on the western side of the peninsula, and is formed by the projecting headlands of Jibbel Hasan on the mainland, 1237 feet high, and Jibbel Shamsham on the peninsula. This anchorage is called Bander Tuwayyi by the Arabs, though among us it is known as Aden Back Bay. It is about eight miles broad from east to west, and four miles long from north to south. The entrance between the two extreme points, called Ras Salil and Ras Tershein, is exactly three miles and 750 yards wide. These promontories enclose a truly magnificent bay, in which a large fleet can anchor with perfect safety. On the Aden side there is an abundance of water, some five fathoms deep, but it shoals towards the mainland, where it leaves a large sandy flat at low tide. The tides are strong and irregular. Connecting the peninsula of Aden with the mainland is a narrow isthmus, known to the Arabs as Darub-el-Arabi, and somewhat less than 1,000 yards in width. By this all the supplies are brought from the neighbouring country, and it is a pleasing and picturesque sight to watch the long train of camels defiling into the town. The isthmus is very strongly fortified, and like the Main Pass, or Bab-el-Yemen (the Gate

of Yemen) which gives ingress to the cantonments from Steamer Point (as the harbour side of the peninsula is called), is always held exclusively by a detachment of European troops. The Bombay sepoys, who form the greater portion of the garrison, keep guard over other posts; but these two positions, as being the only vulnerable points in the defence of the town nestling at their feet, are guarded by white troops only.

In an old map, there is laid down a causeway connecting the peninsula with the mainland, from which there can be little doubt that the former remained an island until a very recent date.

There is a small island, not far from the landing place in Aden Harbour, or Back Bay as it is also called, known as Flint Island or Shiekh Ahmed, where we used to drill our men and go through the manœuvres of effecting and repelling a landing of an enemy. The sailors were at one time armed with cutlasses, and were supplied with several rounds of blank ammunition for the mimic fray; but they grew so animated in the mock business that on one occasion a regular free fight ensued; several men were injured, and one midshipman nearly lost his arm through some sort of projectile fired by one of the seamen, and which traversed the limb and necessitated his ultimate return to Europe. After this the sham-fights were discontinued.

Captain Haines, of the Indian navy, the first political resident at Aden, communicated in 1839 an interesting paper to the Geographical Society, on the peninsula and the south-west of Arabia, to which I have made reference. Within the Gulf of Aden—by which I mean to indicate the waters between the meridian of Cape Guardafui and Bab-el-Mandel—easterly and north-easterly winds may be expected during the first three months of the year. The thermometer then ranges from between 70 degs. to 80 degs. Fahrenheit; the weather is fine, and there are occasionally slight showers, though sometimes years elapse without a drop of rain falling to relieve the arid character of this parched-up rock—without a blade of grass—on which so many of our countrymen are condemned to while away some years of banishment. In April and May the wind is generally from the southward and eastward; in the former month the weather begins to get warm, the thermometer showing a temperature of about 86 degs., while in the month of May the heat is excessive, ranging in the shade between 90 degs. and 100 degs. The dews at night are very heavy. June is an unsettled month, though still very hot, and in July and August there are often thick fogs, but no cessation of heat. September is very sultry; long periods of calm prevail, and the mercury, so constantly consulted by the perspiring British officer, still shows a medium of 95 degs. The rest of the year it is much cooler, and life may be said to be endurable—it can never be enjoyable—in this “God-forsaken” peninsula.

The south-west monsoon blows out of the Red Sea in a southerly

direction, and at Ras Assair, or Cape Guardafui, it blows with considerable violence across the Gulf of Aden.

The great work to which reference is so often made in books of modern travel relating to countries adjacent to Aden is the "*Periplus Maris Erythræi*." The object which its author proposed to accomplish is very similar to that which Horsburgh has in more modern times performed. It treats in plain unaffected language of the ports of the Red Sea, Eastern Africa, Arabia, Ceylon, and India, and of the commerce of each, and is a treatise that must have been of great service to the merchant-sailor of the olden times. The *Periplus* has been always ascribed to the historian Arrian, and bears his name, though learned men differ as to its authorship and the exact date of its publication. It is in this same work that the author speaks of Adule, or Adulis, a Greek settlement situated in Annesley Bay, where in all probability before this paper sees the light, British troops will land to rival by their discipline and valour the famous martial race that have given an additional interest to this obscure spot. The site of the ancient Adule, the ruins of which were discovered by Rüppell, is now called Zulla, and is some thirty miles to the southward of Massowah. To return to Aden.

Little authentic appears to be known of its early history. Ptolemy speaks of a place which he styles *Arabiaë Emporium*, on account of the whole trade between India and Egypt passing through it, and the author of the *Periplus* states that a little before his time Arabia Felix (as the town as well as the district in which it was situated was called) was destroyed by the Romans, from which it may be inferred that he wrote his work early in the third century, for the legions of that nation penetrated to the extreme south coast of Arabia in the reign of the Emperor Severus, in A.D. 198 or 199.

The learned Dr. Vincent, in his "*Commerce and Navigation of the Indian Ocean*," writes of it as follows:—"The capture and destruction of this city a short time previous to the author's (Arrian's) age, would be a natural consequence of the progress and extension of the Roman commerce from the Red Sea to India; and as Claudius collected a tribute from the maritime towns of Arabia, it is natural to suppose that he was the Cæsar mentioned in the *Periplus* who ordered this place to be destroyed, for the purpose of suppressing every power that might interfere with the Roman commerce, or divert a share of it into its ancient channel. It is true, this must have been an act of oppression upon Charibael, who was the ally and friend of the Roman emperors; but far greater sacrifices of their justice to their ambition occur in the history of those sovereigns of the world."

It is to be presumed that the Romans occupied the peninsula after first destroying the settlement, for in the fifth century it was the Roman emporium for the Indian trade.

Captain Playfair, the Assistant Political Resident during the term that Major-General Sir W. M. Coghlan, K.C.B., was in civil and

military command of the station, has, I believe, collected and published in the form of a book a good deal of information regarding Aden, though I have not had the advantage of perusing his work. From other sources I have gathered the following particulars of its history since the time of the Romans.

Aden or Eden, which is the Arabic term for the emporium of the happy Arabia, is supposed to have been founded, and was certainly ruled by the Himyariotes, a Pagan dynasty, which, after ruling for centuries in Yemen, was, at the birth of Christ, in rapid decline. These princes, it would seem, covered it with magnificent buildings, mosques, and baths, the relics of which were explored two hundred years ago, and erected the little forts, the ruins of which still crown the hills. Even in A.D. 572, the place was still powerful enough to require and execute the gigantic reservoirs, formed by excavations in the solid limestone rock, and which are so stupendous, that some forty years ago it tasked the strength of English engineers to clean them. These reservoirs, fifty in number, will contain, it is estimated, thirty million gallons of water—a most valuable supply in case of an attack from the sea, by a superior naval force. Such magnificence in works of primary utility bear evidence to the former commercial greatness of Aden, a greatness that will, without doubt, be but as a shadow to the importance it is destined to acquire in our hands as the emporium of trade in those waters, and the key to the Red Sea.

The Peninsula was conquered in 525 by the Abyssinians, then, as now, ruled by a Christian dynasty. Of the three Christian bishopricks which existed in Yemen before the birth of Mahomed, Aden was one, the others being Nejerau and Dhafar.

This dynasty, however, lasted only fifty years, being expelled in 572 by the Persians, who excavated the magnificent reservoirs. The Persian satrap, who ruled in Yemen, was almost independent, and became one of the earliest converts to the creed of the Prophet.

Captain Playfair asserts that one of the Lords of Yemen, whose capital was at Aden, crossed Turkistan, invaded China, and left a colony of 30,000 Arabs, in that distant country, which certainly seems an unparalleled feat of arms.

Lieut. Wellsted, in the 2nd volume of his "Travels in Arabia," states, that in the eleventh, twelfth, and thirteenth centuries, Aden maintained an extensive trade with India and China, and was then the entrepôt of the riches of the East. In the thirteen century Marco Polo, who visited Aden, found it under the authority of the native Imaum, who, he writes, had sent 3,000 or 4,000 camels to assist at the siege of Acre in A.D. 1200. In the sixteenth century the town appears to have reached the height of its greatness. In order to maintain the trade against the Portuguese, the great pioneers of geographical discovery in the East, and then in the palmiest days of their naval supremacy—for they had rounded the cape of storms, and made their appearance in India—Sultan Gury,

the last Mameluke sovereign of Egypt, and the Sultan Soleiman the First, called the Magnificent, took possession in 1530 of the various ports in Arabia, and passing the Straits of Bab-el-Mandeb, obtained possession of Aden by treachery, the Turkish Admiral, Isliman Pasha, hanging the hereditary Sheikh at the yard-arm of his ship. To dispossess the Turks of these acquisitions, the Portuguese equipped a naval force under the renowned Albuquerque, who, however, no sooner saw Aden, than he perceived the difficulty of conducting any operations against it. The result justified his anticipations, for he was eventually compelled to retire without having made any impression on it.

Aden rapidly declined from this date. It owed its greatness and importance to the fact that eastern trade flowed through Egypt into the flourishing republics of Genoa and Venice; the discovery, therefore of the route round the Cape inflicted a blow, from which it did not recover until it fell into our hands.

Between 1566 and 1574, during the reign of Sultan Selim the Second, a revolt broke out in Arabia, which eventually led to the entire expulsion of the Turks from Yemen, and the re-establishment of the Imaums, whose capital was at Sanaa, near the Straits.

As usual, however, the Mussulman regime destroyed civilization, and dynasty plundered dynasty till the entire province was divided amongst petty chiefs, whose sole bond of union was their love of plundering each other and the world.

In 1728 the chief of the Abdali tribe of Arabs contrived, by a little well-managed treachery and a few murders, to oust the Imaum, and secured for himself a separate sovereignty, comprising the district of Lahedj, and the Peninsula of Aden. At the time Niebuhr travelled in Yemen, between the years 1730-40, he mentions that Aden had become independent of the Imaum, whose authority, however, was still supreme at Mocha, and over Yemen generally.

The first act of sovereignty of the Chief of the Abdali was to ruin the port by the most unbearable import duties, which drove away all traders, and speedily reduced the town to a petty village. While in this miserable plight, the once prosperous Aden was sacked over and over again by hostile tribes, principally the Foudhelis, until the inhabitants, reduced to utter destitution, took to piracy. The change of manners saved the last remains of the population. Matters could, by no possibility become worse, so they mended.

In the year 1837, the pirates robbed a pilgrim ship laden with Indian devotees, among whom were some native ladies of influence. The Bombay Government demanded immediate reparation for the outrage, and as the trade of the Red Sea was increasing, offered to purchase the peninsula of the then Sultan, Al Hasan, an indolent, almost imbecile, potentate, who resided mostly at the town of Lahedj, situated some twenty-five miles to the north-eastward of

Aden. The Sultan consented, and on the 23rd of January, 1838, completed the bargain for 8,700 German crowns a year. The agreement having been signed, the noble savage—after the manner of his kind—refused to comply with any of its items, and fired on a British ship without warning or provocation. This was too much to stand tamely, and as at that time the anti-annexation fever had not broken out, and as the Governor-General was something more than a Secretary of State's clerk to register his political acts, a force was fitted out at Bombay to seize the town, "*vi et armis*."

At this time the Abdali tribe numbered some 10,000, of whom 1,000 warriors made preparations for the defence of their stronghold. The squadron consisted of Her Majesty's ships *Cruizer*, 16 guns, and *Volage*, 28 guns, Captain Smith, who was senior naval officer, and in command of the expedition, the Hon. East India Company's corvette *Coote*, of eighteen guns, the schooner *Mahé*, a mortar boat. There were also some transports carrying the troops commanded by Major Baillie. These consisted of 300 men of the 1st Bombay Fusiliers; 350 men of the 24th N.I.; 40 European Artillerymen; 60 Native Artillerymen and Pioneers.

The expedition arrived off Aden on the 16th January, 1839. The same evening Commodore Smith received a letter from Captain Haines, the political agent, informing him that all negotiations on his part had failed; the Commodore then communicated with Major Baillie, and they decided on attacking the place forthwith. The 17th was spent in drawing up the plan of attack, and in making preparations. On the morning of the following day the squadron weighed, and proceeded to the front of the town. On standing in towards the island of Sirah, a fire was opened on the *Volage* with musketry and several large guns.

As the corvette *Coote* and the transports had not yet arrived, she hauled off and anchored for the night. On the morning of the 19th, the Commodore made the signal to attack, and the troops were directed to be held in readiness to land in two divisions; at half-past nine the *Volage* anchored with a spring on her small bower-anchor at about 300 yards distance from the lower battery on the island of Sirah, and at the same time the schooner *Mahé* took up her position to the southward of the island.

On first standing in, the enemy opened fire with their great guns and musketry, but the frigate being laid so close to the shore, the guns on the heights were rendered useless, and the shot fired passed over the squadron. At 10 o'clock, the *Cruizer* anchored and opened on the flank of the shore battery, doing good execution.

During this period a heavy fire was kept up from the shore, but in a short time two of the guns in the lower battery were dismounted, and most of the gunners were driven from the remainder; they, however, took shelter behind the ruins of the batteries, and kept up an incessant fire of musketry on the squadron. The Arabs in the lower battery—although it was nearly knocked to pieces—

fought their guns with great obstinacy. At this period fire was opened on the tower and batteries on the heights, which were filled with men armed with matchlocks, and in the course of an hour this tower, though 80 feet high, and strongly built, was a mass of ruins.

About 11 o'clock, the corvette Coote anchored with the second division of the troops, to the southward of the island of Sirah, and opened upon the town with her 32-pounders. Finding the firing had not ceased from the lower battery, the Commodore directed the little Mahé to proceed to the end of it, and endeavour to drive its defenders from behind its protection by musketry. This service, Captain Smith says in his despatch, was performed by her commander, Lieutenant Daniels, in a most gallant manner, and her executive officer, Mr. Nesbitt, midshipman, was severely wounded.

The firing having now almost totally ceased, Captain Smith gave directions for the boats of both divisions to land. Lieutenant Dobree, who had charge of the first division, Mr. Rundle, mate, and a quarter-master of the Volage were the first on shore, and made for a 68-pounder, still worked by some Arabs. A matchlock was fired at the quarter-master, who immediately cut his assailant down, and Mr. Rundle then planted the ensign on the soil of Aden, the first time the old flag ever floated on this now world-renowned spot.

So completely were the enemy driven from all points, with the exception of the island of Sirah, that the whole of the troops landed with the loss of only two men killed and three wounded.

As a partial firing was still kept up from the island, the Commodore directed a party, consisting of Lieutenant Dobree, who had returned to his ship, Messrs. Stewart and Rundle, mates, with a party of seaman, and Lieutenant Ayles, with some marines, in all fifty men, to land and take possession of it. This was gallantly accomplished, the party ascended the heights, spiked and dismounted the guns, seized the flag which had been flying from the tower, and made prisoners of 139 armed Arabs, who were conducted from the island to the peninsula. On an attempt being made to disarm these and others of the prisoners by the soldiers, they made a most desperate resistance, and several lives were lost on both sides. A large number of the tribe fell in the defence of their chief city, among them the Sultan's nephew, who commanded at the island.

The number of pieces of ordnance captured were thirty-three, among them three large and most curious Turkish guns, which had always attracted the attention of travellers, and are described in Wellsted's work. They are pierced to throw 68-pound balls, and are of the following dimensions—the longest eighteen and a-half feet in length, the second seventeen feet, and the third fifteen feet seven inches. On it is written the name of Soleiman ibn Selim, 901 (A.D. 1523). They are covered over with Turkish inscriptions, now almost undecipherable. Captain Haines is of opinion that

they are relics of the rule of Soleiman, the magnificent, and that they were brought here in 1530 by his fleet.

Mr. Wellsted visited Aden shortly before its capture, and he speaks in dismal terms of the state of decay to which everything had been reduced. All that remained of the former city were a few minarets, about 100 houses, and some disjointed remnants of its walls, the rest of the space being occupied by tombs, mounds, and heaps of rubbish, roofless walls of older dwellings, or the wretched habitations of the present residents. The minarets, four in number, were, like all else, in a state of complete decay.

To give an idea of the baneful influence of the Arab rule, and of the blessing we have conferred upon its inhabitants, and mankind in general, by our policy of annexation, I will only remark that whereas at the time of its conquest it contained a population of 600 persons, of whom 250 were Jews, 50 Banians, and the rest Arabs of the Abdali tribe, within a period of five years, or to speak exactly, on the 2nd June, 1843, Captain Haines, the Political Resident, wrote to Admiral Sir Charles Malcolm, the Commander-in-Chief of the Indian Navy, as follows—

“You will be pleased to hear that Aden continues to increase, and that supplies of all kinds are plentiful—indeed, everything can be obtained. The population is about 22,000, instead of 600, as in former times. It is a busy, lively place, and trees and gardens are springing up on all sides.” How different is all this from its former condition! One can hardly realize that a few years of beneficent British rule could have done so much.”

At the present day, Aden has a population that can be little under 40,000, and it presents a scene of unwonted animation for an Eastern town. Crowds of Arabs and Soumaulies, now “clothed and in their right mind,” roam about the peninsula, and are as amenable as any European to the civil power, while the eye is struck with the long lines of Parsee shops, with their prosperous greasy proprietors, “doing” at the same time customers and a roaring trade, or sitting at their doors at “dewy eve,” having “done” the above, and all this under the protecting ægis of British power, which does not exact one rupee for the safety to life and limb and property it insures. Such substantial evidence of prosperity in a country where no man was safe from murder, or robbery, and where the administration of justice was made the medium for bribery must tend still further to increase the population, and enrich the community of Aden.

Our occupation of the place has not been continued without constant hard fighting and alarm. During 1840 several desperate attempts were made to wrest it from our grasp, though they all ended in failure. Fortunately the garrison had been increased early in the year from 900 to a total of 1,800 men.

The first was on the 20th May, when a body of about 500 Arabs, who acted as a kind of advanced guard of 4,000 or 5,000

more of their tribe, nearly succeeded in surprising the garrison; but the vigorous fire that was directed upon them compelled them to abandon the attempt.

On the following 5th of July they made a second attempt. The attack was made, as before, very early in the morning, but the Commandant got scent of the intended affair, and the redoubts and breastworks poured upon the Arabs such a destructive fire that they fled, leaving 150 dead behind them. Soon afterwards a body of about 200 of them, who had advanced too far, were surrounded, and made prisoners. Now a singular scene ensued. Their leader and his band immediately sat down on the ground, but, on an attempt being made to disarm them, they rushed among the soldiers, and fought with desperation, until their chief fell, when they seized his body, and, carrying it off with them, succeeded in effecting their retreat. As they flew they received three volleys, but they carried away all their dead and wounded, with the exception of one Arab, who was stunned by a blow and taken into the guard-house. Here he sat for upwards of an hour, when he suddenly started up, and drew from his side a long dagger, which he had hitherto concealed. The Arab then rushed upon the soldiers, and managed to wound nearly twenty of them, before they could despatch him with their bayonets.

The whole of the neighbouring Arab races were at this time inflamed with fanatical rancour against the hated Feringhees, and many fruitless attempts were made to drive the British garrison out. Indeed, from the time of our occupation, the cantonments and all therein have lived in a chronic state of war and rumours of wars with the surrounding hostile tribes. In turns Abdali (the dispossessed), Foudheli, Akraiba, Sherjebi, and other tribes gifted with names equally ancient and unpronounceable to those who have not had the advantage of an intimate acquaintance with Arabic, in turn, one or other of these "sons of Ishmael," these "children of the desert," have with desperate tenacity pitted their fanatical zeal against the calm valour of the Saxon lines man, and each and every time they essayed to capture the stronghold they have been foiled, oftentimes with great loss. Most of the earlier attacks were dictated by a fanatical impulse to drive out the infidel, but those of the last eight years have been instigated by the more prosaic and vulgar hope of plunder. Gradually the "noble savage" became less noble and more vindictive. His fiery valour was diverted from its original object of expelling the Feringhees, and so, falling on evil days, he turned his attention to "serving out" the garrison, by stopping supplies. Like Ancient Pistol, who, in deplorable plight, after his head had been broken by the despised Welshman, exclaims—

"From my weary limbs
Honour is cudgell'd. Well, bawd will I turn,
And something lean to cut-purse of quick hand;
To England will I steal, and there I'll steal."

So the once proud Bedouin chivalry thought no more of night attacks, but roused the ire of the good people of Aden by turning highwaymen and seizing on the camels in the high road, just before they defiled through the fortifications of the isthmus. An Indian journal gives a singular reason for the depredations and cattle-lifting, which, early in 1858, drew down a signal punishment on the heads of the offenders, the Abdali tribe.

The *Friend of India*, writing in the following year, says—"The reigning Sultan, Ali Mahsin, it appears, holds the British alliance in great honour; so high, indeed, is his appreciation of its benefits, that he is anxious to keep them to himself, and, as the readiest means to that end, instigated the remaining tribes to perpetual war. Then when caravans had been stopped or Europeans murdered, our ally appeared, claiming reward and consideration for his efforts on our behalf. This policy, as original as astute, succeeded for years, till the Sultan, forgetting his discretion, at last revealed his secret end. The Political Resident had concluded an agreement with the Foudheli, so agreeable to the latter, that they resisted all the Sultan's instigations to treachery, till Ali Mahsin, utterly enraged, began plundering on his own account."

Whatever may have been the cause, the result came unpleasantly home to all residents at Aden, as well as those in the ships of war stationed there, among whom was the writer of these memoranda. Caravans were stopped, the wells were taxed, and supplies confiscated, till our British patience was exhausted, and Brigadier Coghlan, the Political Resident and Commandant, resolved to chastise the insolent Sultan of the Abdali. In March, 1858, accordingly, an expedition started for Lahadj, his capital. It was composed of three or four companies of the 57th Regiment, a wing of either the 18th or 29th, N.I., two guns, and a detachment of sailors from the Honourable Company's ships then in harbour, commanded by the Brigadier in person. Some little fighting took place near Lahedj, in which the Arabs were driven back with considerable loss, and the town itself was carried by assault—the blue jackets having the honour of being first within its walls. The Sultan, as he calls himself, was then compelled to sign an agreement to keep the peace, and gave up two of his sons as hostages.

It was remarked how astonished the enemy were at the execution and range of the musketry fire of the gallant 57th; it was the first taste they had had of the Enfield rifle, which the old "die-hards" had brought out with them for the especial behoof of the Indian mutineers.

On one occasion, during Brigadier Coghlan's temporary absence from Aden, the Foudheli tribe "raised" a number of camels belonging to the residents at Aden, but they ultimately restored them. More recently, two expeditions have had to leave the peninsula and chastise the recalcitrant Arabs.

Before the year 1866 was many hours old, a column left Aden

to engage the Foudheli, the most powerful of the neighbouring tribes. The force was composed of 500 men and officers, with Brigadier Raines and Colonel Merewether; Lieut. Goodfellow acting as interpreter, while Col. Woolcombe, commanding the artillery, went round by sea in the steamship *Victoria* with a company of his men. During their absence Aden was defended by only 300 soldiers, and the civilians were rather alarmed that it might be captured by a *coup de main* from without, assisted by traitors from within, for among so large a population, containing so many heterogeneous nationalities, there must be disaffected people. This time our ancient foe the Abdali, who had latterly been in the receipt of 600 dollars a month for keeping clear the road communicating with Aden, were in alliance with us, though they rendered no material assistance, preferring the safer part of the jackal that picks up the scraps left behind by the lordly lion.

After a march of 16 miles, the land portion of the force encountered some Bedouin horse near a village, called in the report Dogree. A collision here took place, and the result was that 31 of the Foudheli cavalry were killed and as many wounded. The native horsemen beat a hasty retreat after this defeat, leaving behind them 50 camels and a quantity of arms and baggage. The force proceeded on their march, and again engaged the Foudheli at Bir Said, where the enemy feared to face the Armstrong guns, and were defeated with the heavy loss of 140 killed and wounded. Our allies the Abdali were the chief gainers by this victory, for they acquired plunder to a large amount; but beyond capturing seven iron guns, the result of the expedition to us was about *nil*.

That such was the net gain was proved by the fact that within two months of the return of the column, the Foudhelis, burning with indignation at the humiliation they had suffered, and greatly impoverished by their losses, returned to their predatory habits. Collecting a small force together, their Sultan attacked the caravans proceeding through the country of their hated rivals the Abdali with supplies for the garrison. Another expedition was accordingly started to punish the plundering Sultan and his gang of thieves.

The force, consisting of 300 European infantry, and two guns with a few artillerymen, the whole under the command of Colonel Woolcombe, R.A., embarked on board Her Majesty's ships *Lyra* and *Victoria*, on the 14th March, and proceeded to attack Shugra, their capital, which is situated on the coast about sixty miles east of Aden. On their arrival before the seaport at 11 a.m. of the following day, the troops immediately prepared to disembark. Having first dined on board, they accomplished this with some difficulty in the ships' boats and a large pilot-boat taken from Aden for the purpose. The weather was rough, and the men were obliged to wade through a high surf, and after having a good deal of ammunition destroyed, had to bivouac all night in their wet clothes. The pilot-boat came to signal grief; she grounded a long way from

the shore, and soon filled from the waves washing over her. The soldiers and her crew got thoroughly drenched, and had to reach the shore, more than 100 yards distant, the best way they could; and, indeed, had it not been for the sailors of the *Lyra*, who worked most energetically, the pilot-boat must have been lost.

The landing was at first opposed by some thirty or forty of the Foudheli, who kept up a smart fire on the boats as they neared the land; but a few round shot from the *Armstrong* in the bow of the *Lyra's* pinnace astonished the natives, and so they retired to a tope of date trees, and finally, on our men effecting a footing, fled to the hills.

One foolhardy fellow, indeed, had actually the temerity to wade thirty or forty yards into the surf, for the purpose of getting a closer shot at the invading force; but this indiscreet personage paid, or rather, "was paid," for this exhibition of unavailing gallantry, by the receipt, "free gratis, and for nothing," of one ounce of lead in the region vulgarly termed the "bread basket," and more politely designated the "abdomen." The Enfield bullet settled out of hand the business of this rash patriot, and it subsequently came to the ears of the Feringhees that he was interred by his sorrowing comrades in the before-mentioned tope, which in life he doubtless "loved so well," and where, let us hope, "after life's fitful fever he sleeps well;" "Requiescat in pace," and all the rest of it.

A fishing village close by was quite deserted, but there were stored in it large quantities of grain, coffee and dates, and it is scarcely necessary to add that the general camp, "pioneers and all," made pretty free with the latter articles of food. The town of Shugra was found to be quite deserted, the Sultan having fled to the hills some days previously. His palace and all the mud buildings were destroyed, and then the force set out on its return to the beach.

The sea was found to be so rough, that Colonel Woolcombe was unable to embark the bullocks he had taken to draw the guns, and they had to be left behind. The embarkation was effected in safety, and the expeditionary column returned to Aden, where they arrived on the 17th March, without any casualties.

A few words regarding the present of this interesting place.

As soon as the peninsula was captured, the Engineer officers of the Bombay Army set about constructing those fortifications which have rendered the position almost impregnable. Some military works are, I believe, still in progress, the workmen employed being Arabs. On every point, wherever you turn, you are confronted with guns, which sweep every road and path leading to the town, and one is filled with the conviction that the place is unassailable, and could be held by a handful of British troops, assisted by some gunboats, against any foe.

There are three sets of barracks; one at Steamer Point, which is

decidedly the most healthy, and which are occupied by the Artillery men who man the batteries for the defence of the harbour; another at the town of Aden proper, where the bulk of the troops are stationed, and a third set at the Isthmus for the European detachments on duty there. The troops at present garrisoning this stronghold, consist of the 1st Battalion of the 2nd Queen's Royals, two batteries of Royal Artillery, one battery of Native Infantry called Golundauze, one company of Native Sappers, and the 7th Regiment of Bombay Native Infantry.

A troop of irregular cavalry, it is stated, is shortly going to be sent to keep open the roads on the main land in the neighbourhood of Aden. They are certainly much required.

The Political Resident is that highly popular and distinguished officer, Colonel Wm. Lockyer Merewether, C.B., of the Bombay Staff Corps, and who has recently proceeded in charge of the pioneering force of the Abyssinian expedition. The Brigadier commanding the troops is Colonel Raines, C.B., of the 95th Regiment, who has earned his laurels on many a battle-field and siege from Inkerman and Sebastopol, in the Crimean Campaign, to Kotah Ka Serai, and Awah in the Indian Mutiny.

As regards the future of Aden, not only for military purposes is it a valuable addition to the gems that adorn the British Crown, but the stronghold may also be useful for more peaceful conquests; notably as a "point d'appui" for pushing still further the triumphs of geographical discovery. The vast hidden treasures of Africa, as also its races are still as a sealed book to us Occidentals. Captain Burton, the fellow traveller of the late lamented Speke, and his sharer in many a danger was of opinion (he has not spoken since Sir Samuel Baker published the narrative of his discovery of the Albert Nyanza,) that the true sources of the Nile are as far from being discovered as ever. He says that the mystery that enshrouds this "Arcanum magnum" of old-world geography is as impenetrable as in the days of Ptolemy, and that the lines—

"Arcanum natura caput non prodidit ulli;

Nec licuit populis parvum te, Nile, videre."

are as applicable to the state of geographical science on this question at the present day, as they were 3,000 years ago.

Whether it is so, and we should seek for the parent waters of the Nile in the vast lake known as Tanganyika, or other reservoirs still further to the south, or whether we have solved the problem, time will alone show.

PIKE DRILL.

To most people the Fenian fancy for the making and possession of pikes must appear a ridiculous madness, which undoubtedly it is, for in these times of rifled cannon and breech loaders, it would

be downright insanity for any body of men armed with pikes to attempt to cope with the science brought to bear in modern warfare. The Fenians might with equal chance of success adopt the old bows and arrows of our ancestors. When pikes were used in the British Army they were only in a measure supplementary to muskets and hand grenades. The pike formation and drill answered in those days very well, after the musketeers in front and grenadiers on the flank had done their work when the pikemen advanced to complete the victory by a charge or cover the retreat, if unsuccessful.

The first pikemen of importance were the Greeks who under Alexander, with their close phalanx sixteen deep conquered half the ancient world. The credit of introducing this formation is given by Diodorus Siculus to Philip of Macedon.

But it is a matter of doubt whether he was its inventor or only its improver, and we are inclined to believe that the latter supposition is the more probable. However there cannot be a doubt that Philip,—who possessed among other excellent qualities a correct knowledge of military tactics,—if he did not invent this formation, must have entirely remodelled and disciplined anew the phalanx, a body the power of which in warfare was not only known to the Macedonians but to all the Greeks. In the time of Philip this body consisting entirely of infantry, was composed of 6000 men, and by the later kings of Macedon it was increased to 16,000. The phalanx appears to have been at one time irresistible, unless where the unequality of the ground interfered with its manœuvring. Its unwieldiness was a great source of trouble, although to counteract this it had been divided into ten battalions, so that when broken it might by retiring in separate distinct bodies inveigle the enemy into a disorderly pursuit, and then by suddenly resuming the original formation and the offensive, recover the vantage lost. Another defect of the phalanx formation was that its rear was left defenceless, for although it was possible that the phalangites should face about when they were attacked from behind, yet their close order of formation and long pikes prevented them from doing so easily. So we find that at the battle of Cynocephalæ when the Roman Consul Flaminius conquered Philip the later King of Macedon, a Tribune having dispersed with his manipuli the left wing of a phalanx, found on his return that the right wing still held its ground and fought firmly.

Taking advantage of the undefended part, he boldly attacked the body in rear, and soon effectually disposing of the hindmost ranks, those in front were easily defeated.

The arms of the phalangites were too cumbersome to be wielded with success against disciplined troops, and the surprise now is how they managed for so long a period to be masters of half the world. In addition to a pike fourteen cubits long which they had to carry and use, they were burdened with a short sword and a large buckler four feet long and two and a half wide. The sixteen ranks were drilled

to march to the front, take ground to the flank and to counter march in a manner that had the appearance of a retreat. Philip introduced an alteration in the last named manœuvre thus causing it to have an opposite effect tending to encourage his own soldiers and to intimidate those of the enemy.

A phalanx marched with open interval between the files, the distance between each phalangite being four cubits, and the same distance was preserved by each rank from the one in front of it. As they advanced towards the enemy these distances were reduced one half, and the reduction of interval continued until the moment of contact, when the ranks were close locked up while the distance from man to man on the right and left had decreased to one cubit, barely allowing room to hold the pike. As we have observed, the pikes were fourteen cubits long and the space between the hands and that part of the pike-pole which was nearest to the ground took up four cubits or six feet of its length, leaving ten cubits or fifteen feet of each pike to the right and in advance of the body of the soldier. The first five ranks were however the only ones that kept the pike at "the charge," as the soldiers of all ranks behind the fifth held their weapons nearly upright, which forming a kind of roof protected them from the darts or javelins that might be thrown by the enemy. As the attack was always made by the whole body, and with all its strength it was likewise the duty of the rear ranks to bear up with all their force against the front ranks, leaving no possibility of retreat for the advanced line of soldiers which closely locked in were pushed forward by their comrades.

The difficulty the front rank would thus have in sustaining the weight of those behind until the moment of conflict may be well imagined, and this partial helplessness was an opportunity that the Romans did not fail to perceive and take advantage of, by disciplining their legions to manœuvre in loose order. The Roman soldiers when engaged, fought with an interval of two cubits, which allowed them to shift their shields and wield their arms with effect, as well as being able to take advantage readily of any mishap that befell the enemy. Consequently when a phalangite fell either by a Roman's sword or the inequality of the ground the chances were that the soldiers immediately behind would from the pressure in rear fall down over the first; and such confusion a vigilant enemy would not omit to seize upon. As the Romans preserved double interval, each therefore opposed two phalangites and was obliged to make head against ten different pikes, but having been taught to direct the points of their swords not at the men facing them but at those on their right or left so the moment the legions could get to close quarters, the phalanx's impregnability was destroyed. It was the knowledge of this style of warfare which probably gave the Duke of Cumberland the bright idea of practising his soldiers to "charge bayonets" with the muzzle of the musket inclining outwards instead of being kept straight to the front; the benefit of which drill he

found at Culloden when the Highlanders rushing forward with the daring impetuosity they had displayed at Preston Pans, now found that the bayonet instead of being received on their shields passed glancing sideways through the tartan plaids into their bodies.

It is a remarkable circumstance that when pikes were used in the British Army, there should be such a resemblance between the obsolete phalanx and the battalion. Certainly the ranks were about half as many still in other respects the difference was not so much, and when we consider the numerous words of command and the unhandiness of a battalion of that period it must be admitted that military tactics had made but little progress from the days of Alexander the Great to those of William of Orange, when bayonets are first heard of as being used by the French against the Confederates at the battle of Turin.

At that time a battalion was composed of pikemen, grenadiers and musketeers, and the formation of a hollow square of infantry was looked upon as an affair of extraordinary importance. The instructions laid down in the drill manuals of the period are as follows: "Of the hollow square, and the manner of forming it by words of command." "If you proceed to this," it gravely commences, "the battalion must be drawn up in ranks, at twelve foot distance, the files being at three, then the muskets shouldered, and the pikes advanced, the words of command ensue, viz."

"Colours, drums, and hautboys to the centre of the pikes, march."

"Ranks close forward to order, march."

"Three outward files of pikes on the right and left, double."

"Four files to the right and left inwards, march."

"Half files of musketeers to the left hand double your front."

"March."

"Files close all to the right, to your close order, march."

Having got then thus far, the commanding officer placed himself at that face where the enemy was supposed to be, and continued.

"To your leader."

"Pikes face square. Pikes close forward to the front. Left wing of musketeers to the right about. Both wings of musketeers march. Halt. Musketeers face to the left. March. Halt"

"Face to your proper front. All officers and sergeants take your posts, march. Grenadiers take your posts in the angles, march. Face square. Musketeers make ready."

When the last word of command was given, the pikes were ported very low, so that the musketeers could present, after which followed the order "first rank kneel," which had to be done in such a manner as would allow the two next ranks to fire over their heads easily and with precision. Then came the word "The two last ranks present fire" followed by "Recover your arms" when the front rank stood up with their muskets recovered ready cock'd and guarded. The two ranks that had fired now took the opportunity

to load again and when this was duly performed the front rank presented and fired, after which they "Recovered arms" while the pikemen recover their arms from the "port" then the "commandant" proceeds with "To your leader, march, halt, face square &c."

This was the practice for one side of the square and it was usual for the commander to exercise them at firing to every front when ordered to face the leader, the front and attack was made in the direction of the "commandant," wherever he took his station. In facing to the proper front, it had to be done to the front, the battalion had faced when in line.

In the reformation of line, from square, the method of our ancestors was equally as intricate as the reverse movement of forming square from line. Although they made a plentiful use of the terms "right and left" "front and rear" "close and open order &c." Yet they were quite ignorant of their practical application of "fours" "subdivisions" and "divisions," in fact of all the uses of the fractional part of a battalion excepting "files" and "wings".

To recover the "line" formation the battalion was first faced to its original front when the commander proceeded with.

"Grenadiers take your posts on the right of the battalion, march."

"The right and left of each wing of musketeers face to the right and left outward, march. Halt."

"The three files of pikes of the right and left that doubled, as you were, march."

"Musketeers face to the right, march. Halt."

"To your leader."

"Rear half files of musketeers that doubled to the right about, as you were. March."

"Ranks open backward to twelve foot, march; colours, drums and hautboys to your former posts. March."

"Files close to the right to close order, march. To your leader."

The drill books of the present day have never been famed for either perspicuity in style, or comprehensiveness in details, yet either as regards translucency or brevity, they are as far in advance of the manuals our great-great-grandfathers studied as a Minie rifle is superior to a pop-gun. "There were heroes before Agamemnon" and dullards before Ensign Podgers of the 193rd but however even the "wisest of his generation" two centuries ago could peruse profitably the printed instructions given to him by his superiors appears a mystery? The instructions given for "on the right (or left) backwards wheel" are models of abstruseness. Here they are. "The manner of wheeling backwards by half ranks."

"Here observe, there must as near as possible be an equal number of men in every rank, the right and left hand man of each standing firm on his ground and turn only to the hand named, the words of command being, viz.

"By half ranks wheel to the right and left backwads. March."

"Whereupon the battalion opens, the half ranks separating and falling back to the right and left hand men which leaves an interval and forms two ranks opposite to each other, the officers and colours dividing in the same manner, taking their posts and ranging before the soldiers to make a guard, the sergeants and drums placing themselves equally on the right and left."

"This being observed, the manner of reduction is by these words of command viz."

"By half ranks to the right and left inward form your ranks as you were. March."

"Here the half ranks are to wheel from the right, and the left, and close the interval, by which means they become whole ranks; for having wheeled inward at the word march, they are no more half ranks but whole ranks in a marching order. In cases of closings and openings there are divers words of command required viz."

"Ranks close forward to order—viz (three foot) march."

"Ranks close forward to close order, viz (a foot and a half) march."

"Ranks open backwards to order viz (three foot) march."

"Ranks open backwards to open order viz (six foot) march."

"Ranks open backwards to a doubling distance viz (twelve foot) march."

"In this manner of proceeding, to open backward, the ranks must fall backward, in order without changing the aspect having ever regard to their leaders and right hand men."

It would be difficult anywhere to find a more complex book to put into the hands of young officers and soldiers and the selections here given are by no means the worst in the book. A few lines farther down I am informed that "by the files opening to the centre, is meant their facing from the centre and if there happens to be an odd file that remains and is properly termed" who would doubt it? "the centre file." Here again what a deal of needless words are used in attempting to explain what should be done if the word of command "from the left open your files" was given.

"In all openings as have been said, the contrary man must be observed; if the command be to open to the right, the second file from the right must by short steps first take its distance" suffering the leader to pass as far as it is commanded before you move the rest of the files in their turn and order, observing to do the same—as for the left hand file, it is not to move; in all openings they are to move directly forward with a slow pace.

After such explicit instruction as when files open to their centre they are to face from it, no one need be surprised when informed that if files are opened from a named flank "they are to move directly forward with a slow pace." The only thing which can be possibly be meant by the last puzzling explanation is that the out-

ward file steps off until he has got enough interval for all, that the others in turn except the left hand man who remains stationary each takes up an equal distance (not mentioned) between the right hand man who moved off first and the left hand man who never moved at all. The chapter complacently concludes with.

"Thus the young soldier may his duty read,
But now to greater things we must proceed,
The rattling drum and trumpet calls us on,
A soldier's work you know is seldom done,
But ever travels with the glorious sun."

The next greater thing that is proceeded with in the manual is "A further consideration of doublings, relating to foot &c., and their reduction." The commands are as follows.

"1. Ranks, to the right, double, march."

"2. Ranks, as you were, march."

"3. Ranks, to the left, march."

"4. Ranks, as you were, march."

Another specimen of ambiguous instruction may probably be amusing if only as an exercise to ascertain what really can be meant.—The learner is cautioned that.

"In case of doubling the ranks, those that are to do so, must observe their right hand men and move as they move, beginning to move with the foot next the hand then named and so to come to into order this doubling the even ranks must be observed to double into the odd; and when the odd ranks are to double, you must face the body to the rear and the like words of command will perform it, or you may further proceed."

I think not in that direction, for the "manner of doubling front half files by half files of the rear" and how the "rear half files" are "doubled by the front half files is neither interesting nor instructive."

In firing to the front when the soldiers are to fire and keep their ground "tis expedient that the body be made close as well in rank as file as will stand with the use of arms," the command being.

"Musketeers make ready all."

"Then they are to have their arms strait before them ready cock'd and guarded, and the pikes being ported they must charge when the musketeers present"—then come the orders.

"The five front ranks kneel."

"The rear ranks present." "Fire."

"The fifth rank stand up." "Present." "Fire"

"The fourth stand up." "Present." "Fire."

And so on till all have in turn fired, each rank behind being careful to load again while the one in front of it fires. When the battalion is advancing, the front rank only fires and when it receives the command "first rank of musketeers make ready." "Halt," the whole body halts, when the command is given to the rank already named "To present." "Fire." So soon as they had fired

without any further word of command they recovered their arms, and filing outwards as quickly as possible, gained the rear of the battalion. The march to the front is taken up again immediately and continued until the next rank is ordered to "fire" when the same halting &c., is performed.

As each rank present "the pikes come to the post" without any command.

In firing to the front while retreating, the pikemen well to the front and kneeling prevent the enemy from getting too close while the musketeers fire over their heads and retire in precisely the same manner by the rear as they did when advancing. The musketeers have to keep their ground until the pikemen retire close to them, when they halting cover the further retreat of the main body. If a battalion should be on the march and its flanks be assailed or threatened by the enemy, the ranks are kept at "open order," the same distance being observed "between the muskets and pikes in their division" which is done by causing the musketeers to incline to the right and left when firing. The words of command are "to the right and left hand files of musketeers make ready."

When ordered to fire they turned in the direction of the flanks; after firing they faced to the rear and inclining inwards made their way as expeditiously as possible to the centre of the column and so up in their places, the next files would in turn do likewise, the battalion all the while gaining ground to the front. There were no words of command given when firing to the flank, each musketeer as he fired was replaced by the man next him in the inward flank, the pikemen taking care to always retain their relative position in the ranks with the musketeers. When taking aim they always stood right leg in front which could not have been a firm position, and in fact to our ideas must have been a very awkward one.

"The manner of firing street-way" was intended to defend a body of infantry when the pikemen were few, from an attack of cavalry. On these occasions the rear half files of pikemen formed line in front—the words of command being "rear half files of pikes to the right double your front—march." The musketeers were then faced about and marched clear of the pikemen and then facing inwards marched up and joined the "centre of the pikes." The "street-way" of firing is simply having the musketeers in the centre and as the advanced rank fires, it passes outwards round the flanks to the rear, its place being immediately taken by the next rank.

From the short account here given, it will be easily perceived that our forefathers laboured under many disadvantages and still despite all drawbacks at the close of the seventeenth century as now no finer or better soldiers were in existence than the British. Then as to-day the English soldier did not know when he was defeated, that inherent pluck which enabled him to fight on against odds, often brought back the victory to their grasp when it already seemed to have been clutched from it, while the general fear of death in the

soldier appeared to be overcome by a recklessness akin to a feeling as if he could not be beaten. And under a shower of bullets he would have his joke as at Fontenoy, when a gallant colonel seeing some of his men who were for the first time under fire, bob their heads down as the cannon ball whistled past their ears, cried out "hold up your heads men; what the——do you mean by ducking your heads down in that way?" A second after and the colonel's head was swept off by a cannon ball when a voice from the ranks shouted out "by jove, colonel, but the duckers are having the best of it."

ADMIRAL SMYTH'S "SAILOR'S WORD-BOOK."*

It is with very mixed feelings that we introduce to our readers this, the latest work of the thorough seaman and accomplished scholar who, for more than twenty years made our pages the medium through which he gave many of the fruits of his ever-active mind to the United Services. The wide range of those communications, though still all having a professional bearing, in some measure prepared us for the scope of the present work; but even thus prepared, we own to finding in it much that we had not ventured to expect, whilst we miss absolutely nothing that we had a right to look for. Using the most moderate terms that we can possibly employ, lest it should be thought that our judgment is biased by regard for an old contributor, we venture to say that this "Word-book" must ever remain the standard authority as to all matters touched upon in it. Its definitions are unavoidably brief, but they will stand examination, and the more they are looked into, the more satisfactory will they be found to be. To use the words of the Editor,

"This 'Digest' may engage the attention of the Naval Officer, not merely for the information it conveys, but for the doubts it may raise in matters deserving further research. Independently of the variety of subjects treated, the author's characteristic manner of handling them will make it to his former brother officers a reminiscence of one of the true tars of the old school—the rising generation will find here old terms (often misunderstood by younger writers) interpreted by one who was never content with a definition until he had confirmed it satisfactorily by the aid of the most accomplished of his contemporaries; the landsman will discover the meaning or derivation of words either obsolete, or which are not elsewhere to be traced, though occurring in general literature. To all it is the legacy of an officer highly appre-

* The Sailor's Word-Book: by the late Admiral W. H. Smyth, K.S.F., D.C.L., &c. An Alphabetical Digest of Nautical Terms, including some more especially Military and Scientific, but useful to Seamen, as well as Archaisms of Early Voyagers, &c. Revised for the Press by Sir E. Belcher, K.C.B., &c.

ciated by men of science, who on shore as well as afloat fought his way to eminence in every department, and always deemed it his pride that no aim was dearer to him than the advancement of his noble profession."

We learn from the Author's Introduction, that the present is but the "shakings" of materials collected for a much larger work, a "Cyclopædia of Naval Science and Nomenclature," contemplated more than thirty years ago, and to which it was then hoped that Captain Basil Hall would lend a hand. But *Diis aliter visum*. Hall was struck by an afflicting malady, which resulted in an early death: Smyth had enough, and more than enough, of daily occupation, and it was not until 1865, when he voluntarily resigned to younger men his various scientific appointments, that he found leisure, as he says, to "make an overhaul of the bulky ribs and trucks of the scheme." He saw at once that it was too late to set about carrying out the original idea, but "finding himself still capable of application, and fully knowing all the bearings of the case," he fell resolutely to work to compile the "Word-book," and he laboured at it up to the very period of his decease. It was then nearly ready for the printer, and what of revision was needed has been well supplied by his friend, Admiral Sir E. Belcher, who deserves the thanks of all for bringing before the world so valuable a work.

If asked to give an idea of the book by a single phrase, we should say that, although "practical" in the best sense, where information is needed to be conveyed, it yet bears very considerable resemblance in its general character to Nares' *Glossary*, which every one knows to be amusing reading. Indeed, its style is the very reverse of the dulness and dryness too often associated with the very name of "Word-book," or "Dictionary," as we shall by and bye prove by examples, quoting from the work more freely than we are in the habit of doing, but not more so than the interest of the subject will justify. The Admiral draws his illustrations from every conceivable source, levying contributions alike on Homer as on *Hudibras*, and cites Holy Scripture as well as Chaucer and Shakspeare and the romances of chivalry, when suited to his purpose. Thus he exhibits the result of a course of reading far wider than it is at all common to meet with at the present day, but of which his "Cycle of Celestial Objects" (to name the work that first occurs to our mind) had already given a foretaste.

We have always held that the main features of an author's character may without much difficulty be drawn from his works; e.g., some of the definitions in Johnson's *Dictionary* exhibit the writer as clearly, perhaps more clearly, to the mind's eye, than any perusal of Boswell will do. So with Admiral Smyth. No one can turn over the leaves of his book, however hastily, without meeting with something that shows the honest, straightforward cha-

racter of the man—his kindly judgment towards poor Jack, and his earnest sympathy with all attempts to better his condition. Nor can the reader fail to mark how resolutely he speaks out on many abuses of the “bad old times,” and what glimpses he gives of how things went on in former days when truth had “much to dread from power.” It might be held libellous in us to mention names, but the allusions will be well understood by the bulk of our readers—at all events, by those who served before the age of steam and iron.

To borrow the language of his Editor,

“Admiral Smyth was what has been called a *commonplacer*. He had the habit of methodically storing up, through a long series of years, all that could profit the seaman, whether scientific or practical. A collector of coins, and in various ways an antiquary, he knew well, not merely that ‘many mickles make a muckle,’ but that it will sometimes chance that the turning up of one little thing makes another little thing into a great one. And he culled from the intelligent friends with whom he associated many points of critical definition which cannot be found elsewhere. Thus, in addition to naval terms, he has introduced others relating to fortification; to ancient and modern arms and armour; to objects of natural history occurring at sea, in travel, &c.: the whole forming such an assemblage of amusing and instructive matter as will prove valuable to both seaman and landsman.”

We now proceed to justify the opinion that we have expressed of the work by quoting a few passages on a variety of subjects. We have no wish that they should be regarded as any better than what the reader may find for himself in every page—such would not be the fact; but in selecting them we have been guided by the consideration that they will give a fair idea of the book, as they represent to our mind the varied attainments and sterling English character of its lamented author.

“Most of the real sea-terms,” remarks Admiral Smyth, “are pregnant with meaning; but those who undertake to expound them ought to be tolerably versed in the topic. Thus, perhaps, there was no great harm in Dr. Johnson’s being utterly ignorant of maritime language, but it was temerarily vain in that sturdy lexicographer to assert that *belay* is a sea-phrase for splicing a rope; *main sheet*, for the largest sail in a ship; and *bight*, for the circumference of a coil of rope; and we long had him on the hip respecting the *purser*, a personage whom he—misled by Burser—at once pronounced to be the Paymaster of a ship; as the then purser was, in fact, more familiar with slops, tobacco, pork, dips, biscuit, and the like, than with cash payments—for, excepting short-allowance dues—he had very little meddling with money matters. But the Admiralty have recently swamped the well-known and distinctive nautical title—despite of its time-honoured

claims to repute—and introduced the Army appellative, **PAY-MASTER**, in its stead."

We will first take a glance at the Admiral's view of what a thorough seaman should be.

"**DIFFICULTY.** A word unknown to true salts."

"**IMPOSSIBLE.** A hateful word, generally supplanted among good seamen by 'We'll try.'"

"**NEGOCIATE, To.** The duty of a diplomatist; the last resource and best argument being now 12-ton guns."

"**POLTROON.** Not known in the Navy."

Such sharp, trenchant definitions make the book read like a collection of epigrams; and there is a fund of humour also in the hits at the men and doings of the Admiral's

"Hot youth, when George the Third was King;"
so testify the following:

"**AID-DE-CAMP.** A military staff officer, who carries and circulates the General's orders; and another class selected as expert at carving and dancing." [The "Prayer-book-carrying Aid-de-Camp" immortalized by Colonel Wilkie, perhaps did not come under the Admiral's notice.]

"**BOATSWAIN-CAPTAIN.** An epithet given by certain popinjays in the service to such of their betters as fully understand the various duties of their station."

"**BORN WITH A SILVER SPOON IN HIS MOUTH.** Said of a person who, by birth or connexion, has all the usual obstacles to advancement cleared away for him. Those who toil unceasingly for preferment, and toil in vain, are said to have been born with a wooden ladle. Again, the silver-spoon gentry are said to come on board through the cabin windows; those less favoured, over the bows, or through the hawse-holes."

"**FANTODS.** A name given to the fidgets of officers who are styled jib-and-staysail Jacks."

"**GUN,** in north country cant, meant a large flagon of ale, and *son of a gun* was a jovial toper; the term owed its derivation to lads born under the breast of the lower-deck guns in olden times, when women were allowed to accompany their husbands. Even in 1820, the best petty officers were allowed this indulgence, about one to every hundred men. Gunners also, who superintended the youngsters, took their wives, and many living Admirals can revert to kindness experienced from them. These 'sons of a gun' were tars, and no mistake."

"**HELL AFLOAT.** A vessel with a bad name for tyranny."

"**HEN-FRIGATE.** A ship wherein the captain's wife interfered in the duty or regulations."

"**MARTINET.** A rigid disciplinarian; but one who, in matters of inferior moment, harasses all under him."

"**NURSE.** An able first lieutenant, who in former times had charge of a boy-captain of interest, but possessing no knowledge for command."

"**OLDSTERS.** In the old days of cockpit tyranny, mids of four years' standing, and master's mates, &c., who sadly bullied the youngsters."

"**QUEEN'S COCKPIT.** A mess of dissolute mates and midshipmen of the old *Queen*, 98, who held a sort of examination of ribaldry for a rank below that of gentleman."

"**SPILL, To.** Whether for safety or facility, it is advisable to shiver the wind out of a sail before furling or reefing it. This is done either by collecting the sail together, or by bracing it bye, so that the wind may strike its leech and shiver it. A very effeminate captain was accustomed to order, 'Sheevar the meezen taus'le, and let the fore-topmast staysail lie dormant in the brails!'"

"**SEASONING.** The keeping a vessel standing a certain time after she is completely framed, and dubbed out for planking. A great Prince of this maritime country in passing a dockyard, inquired what those *basket ships* were for!"

"**SKIP-JACK.** A dandified trifling officer; an upstart.

"**SNOGO.** A cock-pit game at cards, called also *blind-hookey*, apparently affording equal chances, but easily managed to his own advantage by a knavish adept."

"**TRUGMAN.** An early word for interpreter, being a corruption of *dragoman*; also called *trenchman*, but not *trencher-man*, as a worthy Mediterranean consul wrote it."

"**YOU SIR.** The irritating mode in which some officers address the seamen. The late Lord Collingwood never permitted it."

"**My Lords,**" and the Navy Commissioners of other days, come in for a rub or two, as thus:

"**AFFECTIONATE FRIENDS.** An official inconsistent subscription, even to letters of reproof and imprecst, used by the former Board of Commissioners of the Navy to such officers as were not of noble family, or bore titles . . . It is said that this practice was discontinued in consequence of a distinguished naval captain—a knight—adding 'your affectionate friend.' He was thereupon desired to 'discontinue such an expression,' when he replied, 'I am, gentlemen, no longer your affectionate friend, J. Phil..more.'"

"**CHARITY SLOOPS.** Certain 10-gun brigs built towards the end of Napoleon's war, something smaller than the 18-gun brigs; these were rated sloops, and scandal whispers in order that so many Commanders might charitably be employed."

"**DONKEY FRIGATE.** A late invention to serve patronage, and sprigs of certain houses were educated in them. They carried 28 guns, carronades, and were about 600 tons burden, commanded by a captain, who sometimes found a commander in a sloop which could blow him out of the water."

"**FORTY THIEVES.** A name given to forty line-of-battle ships ordered by the Admiralty at one fell swoop, to be built by contract, towards the end of the Napoleon war, and which turned

out badly. The writer served in one, the *Rodney*, 74, which fully exposed her weakness in the first gale she experienced, and was sent home, thereby weakening the blockading fleet. Many never went to sea as ships of the line, but were converted into good frigates."

"**RAT.** A term for one who changes his party for interest; from rats deserting vessels about to sink. These mischievous vermin are said to have increased after the economical expulsion of cats from our dockyards. Thus, in the petition from the ships in ordinary to be allowed to go to sea, even to carry passengers, we read—

'Tho' it was hemigrants or sodgers—

Anything afore them rats,
Which now they is our only lodgers;
For well they knows, the artful dodgers,
The Board won't stand th' expense of cats.'"

Though the step is a long one from "My Lords" to poor Jack, we must invite our readers to make it, and see something of what a true friend of the sailor has to say about him, with those who help and those who hinder him.

"**ABLE-WHACKETS.** A popular sea game with cards, wherein the loser is beaten over the palms of the hands with a handkerchief tightly twisted like a rope. Very popular with horny-fisted salts."

"**DEFAULTERS' BOOK.** Where men's offences are registered against them, and may be magnified without appeal."

"**DITTY-BAG.** Derives its name from the *dittis*, or Manchester stuff of which it was once made. It is in use among seamen for holding their smaller necessities. The ditty-bag of old, when a seaman prided himself on his rig, as the result of his own ability to fit himself from clue to earing, was a treasured article, probably worked in exquisite device by his lady-love. Well can we recollect the pride exhibited in its display, when 'on end clothes' was a joyful sound to the old pig-tailed tar."

"**DITTY-BOX.** A small caddy for holding a seaman's stock of *valuables*."

"**DIVER.** Now a rating in H.M. ships. He may be of any rank of seaman, but he receives £1 10s. 5d. per annum additional pay—one penny a-day for risking life!"

"**GALLEY-GROWLERS.** The grumblers and skulkers, from whom discontent and mutiny generally derive their origin. Hence 'galley-packets' news before the mail arrives."

"**SALT, or OLD SALT.** A weather-beaten sailor. One of the old seamen who have not only known, but felt what war was."

"**SEA-LAWYER.** An idle litigious 'long-shorer, more given to question orders than to obey them. One of the pests of the navy as well as of the mercantile marine.]

"**SNABLEY-YOW.** A discontented, litigious grumbler. An old guard-ship authority, who knows when to play the courtier."

" **SUFFOLK BANG.** A very poor and hard kind of cheese, which was indignantly refused in our North Sea fleet. It was, as *Farmer's Boy* Bloomfield admitted, 'too hard to bite.' " [Very much so, according to the old yarn which says, that the rats, after gnawing their way through an iron chest, attracted by the strong smell of the cheese, found the 'bang' quite beyond their powers, and went off with tears in their eyes.]

" **TAP THE ADMIRAL.** Opprobriously applied to those who would 'drink any thing;' from the tale of the drunkard who stole spirits from the cask in which a dead Admiral was being conveyed to England." [This is hardly worse than what is related of the learned Professor Porson, who was ever ready to "drink any thing," and when nothing better was at hand, swallowed ink and lamp oil, by way, as he said, of "keeping his throat moist."]

" **WASHING-PLACE.** In 1865, baths and suitable washing-places were fitted for personal use in the ships of the Royal Navy. Both hot and cold water are supplied. Shades of Drake, Frobisher and Raleigh, think of that!"

" **WHO SHALL HAVE THIS?** An impartial sea method of distributing the shares of short commons. One person turns his back on the portions, and names some one, when he is asked, 'Who shall have this?' " [We are glad to learn that this matter is *impartially* managed afloat. In barracks, the recruit usually finds it the reverse, which is managed by merely laying a stress on the word 'shall.'—'Who *shall* have this?' when Johnny Raw is named as a matter of course.]

For the purpose of shewing of what diverse materials the book is made, we select a few passages which range from the classic mythology to heraldry, with a glimpse at two or three old-world matters into the bargain, including an indication of the Admiral's architectural tastes.

" **ARGO.** A name famous from Jason's expedition, but absurdly quoted as the first ship, for the fleets of Danaus and Minos are mentioned long before, and the *Argo* herself was chased by a squadron under *Æetes*."

" **ASSURGENT.** A heraldic term for a man or beast rising out of the sea."

" **GRIN AND BEAR IT.** The stoical resignation to unavoidable hardship, which, being heard on board ship by Lord Byron, produced the fine stanza in 'Childe Harold,' commencing, 'Existence might be borne.'"

" **LYMPHAD.** The heraldic term for an old-fashioned ship or galley. [This should interest all of the name of Campbell, as it forms a prominent part of the bearings of the clan.]

" **OCEAN.** This term, in its largest sense, is the whole body of salt water which encompasses the globe, except the collection of inland seas, lakes, and rivers; in a word, that glorious type of omnipotent power, whether in calm or tempest—

'Dark, heaving, boundless, endless, and sublime,
The image of Eternity.' "

"**SAMBUCCO.** A pinnace common among the Arabs on the east coast of Africa at Mombaze, Melinda, &c. The name is remarkable, as Athenæus describes the musical instrument *sambuca* as resembling a ship with a ladder placed over it."

"**STUMP.** A derogatory, but well-known name in navigating our eastern coasts for the beautiful tower of Boston church."

"**SUNDAY.** Ought to be a day of rest at sea as well as on shore, when religious services might generally be performed. Though called the negro's holiday, it often brings but little cessation from work in some merchantmen; they sail on a Sunday, not because of exigency, but because it is otherwise a leisure day, and thereby gained to the owners."

"**VICTUALLER.** A vessel which carries provisions. In the early age of the Navy, each man-of-war had a victualler especially attached to her; as in Henry VIII's reign, we find the *Nicholas Draper*, of 140 tons and 40 men, was victualler to the *Trinity Sovereign*; the *Barbara* of Greenwich to the *Gabriel Royal*, and so on."

Turning to what may be considered strictly professional details, we purposely make but few quotations, in order that the reader may the more readily turn to the book itself. What we do select, we conceive to have each some special interest.

"**BLACK SQUALL.** This squall, although generally ascribed to the West Indies, as well as the White Squall, may be principally ascribed to a peculiar heated state of the atmosphere near hand. As Blackey, when interrogated about weather, generally observes, 'Massa, look to leeward,' it may be easily understood that it is the condensed air repelled by a colder medium to leeward, and driven back with condensed electricity and danger. So it is sudden to Johnny Newcomes, who lose sails, spars, and ships, by capsizing."

"**COOKING A DAY'S WORK.** To save the officer in charge. Reckoning too is cooked, as in a certain Antarctic discovery of land, which James Ross afterwards sailed over."

"**NAVAL TACTICS.** The science of tactics happens never to have proceeded from naval men. Thus Père la Hoste among the French, and a lawyer among the English, are the prime authorities. Moreover, it is fact well known to those who served half a century back, when Lord Keith, Sir P. Durham, Sir P. Malcolm and B. Hallowell practised their squadrons, that questions remained in dispute and undecided for at least sixteen years."

"**SAILORS' HOME.** A house built by subscription, for the accommodation of seamen on moderate terms, and to rescue them from swindlers, crimps, &c. Sailors' Homes are a great boon also to shipwrecked mariners. Homes for married seamen and their families are now contemplated, and it is to be hoped that

the Admiralty will set the example, by building them for the Royal Navy, and letting them at moderate rents."

"SCAMPAVIA. A fast rowing war-boat of Naples and Sicily; in 1814-15 they ranged to 150 feet, pulled by 40 sweeps, or oars, each man having his bunk under his sweep. They were rigged with one huge lateen at one third from the stern; no forward bulwark or stem above deck; a long brass 6-pounder gun worked before the mast, only two feet above water; the jib set on a gaff-like boom, veered abeam when firing a gun. Aft, a lateen mizen with top-sail, &c." [Evidently a reminiscence of the author's early service in the Mediterranean.]

Constitutionally cheerful as he was, our author could hardly have put a book together, unless it was purely scientific, without indulging himself, as well as his readers, with a snatch of verse, or a joke here and there. Indeed, he might have taken for his own, the motto of old George Dyer, the Historian of Cambridge University:

"With grave discourse we mix a little fun,

And now and then we treat you with a pun."

A few of these *facetiae* we think will be acceptable.

"CONVALESCENT. Those men who are recovering health, but not sufficiently recovered to perform their duties, are reported by the surgeon 'convalescent.' Convalescents are *amused* by picking oakum!"

"DAVY JONES' LOCKER. The bottom of the sea, where nothing is lost, because you know where it is."

"FIDDLER'S GREEN. A sort of sensual Elysium, where sailors are represented as enjoying for 'a full due' those amenities for which Wapping, Castle Rag, and the back of Portsmouth Point were once noted."

"IRISH HORSE. Old salt beef; hence the sailor's address to his junk:

'Salt horse, salt horse, what brought you here?

You've carried turf for many a year.

From Dublin quay to Ballyhack

You've carried turf upon your back."

"SCUFFLE. A confused and disorderly contention—

'Then friends and foes to battle they goes,

But what they all fights about—nobody knows.'

"SLEEVE. The word formerly used to denote the narrows of a channel, and particularly applied to the Strait of Dover, still called *La Manche* by the French. When Napoleon was threatening to invade England, he was represented trying to get into a coat, but one of the sleeves utterly baffled him; whence the point: '*Il ne peut pas passer La Manche..*'"

We think that we are not far out in believing that the two following passages refer to "sports and pastimes," in which our author bore a part as heartily as any one. With them, we must bid him farewell.

"PLAY. In long voyages or tedious blockades, play-acting may be encouraged with benefit; for the excitement and employment thus afforded are not only good anti-scorbutics, but also promoters of content and good-fellowship: in such,

'Jack is not bound by critics' crabbed laws,
But gives to all his unreserved applause:
He laughs aloud when jokes his fancy please—
Such are the honest manners of the seas;
And never, never may he ape those fools,
Who, lost to reason, laugh or cry by rules.'

"SKY-LARKING. In olden times meant mounting to the mast-heads, and sliding down the royal-stays or back-stays for amusement; but of late the term has denoted frolicsome mischief, which is not confined to boys, unless three score and ten includes them."

It will add to the interest of the work to many readers to be told that an engraving of the portrait medal of the writer, struck and presented to him in 1842 by Mr. Wyon, heads the Introduction; and this is closed by an excellent fac-simile of his signature much later in life, which in its firm lines lends some countenance to the theory that the handwriting is an index of character.

THE CORRESPONDENCE AND MEMORANDA OF THE LATE DUKE OF WELLINGTON.

The second volume of the above correspondence has lately been published by Mr. Murray, and the matter contained in it is even more interesting than that contained in the previous volume, as it refers to matters which are now pressing on public attention, or are likely to do so shortly. From the multiplicity of the subjects referred to in it, it is impossible to prevent a notice of its contents from having a disjointed appearance; we may as well therefore plunge into it at once as endeavour to enter upon it by following a more circuitous course.

In 1804 he thought that 20,000 British infantry in the King's service would be the smallest number adequate to the performance of the duties required of them in India, which could not have included the European troops in the service of the East India Company, and his estimate was lower than that of any other person on the subject. The increase of our territory in that country since that time had increased the necessity for a greater number of troops in 1824, as he stated in a letter to Lord Bathurst. What then would he think would be a requisite number in these days when our territories in India extend over thousand of miles which then were governed by native princes?

He admits the difficulty and risk attending military operations in India, but does not participate in the alarm that our government of

that empire can be seriously imperilled, and he also makes some suggestions with respect to the stations which should be occupied, which are in accordance with existing arrangements; but on these we need not dwell here, as we propose next month to publish the substance of a paper by Sir. W. Mansfield containing details of the number of our troops and the manner in which they are distributed. The real danger to our government in India he affirms to be in the appointment of Governors and Commanders-in-Chief, who are tainted with imbecility, inexperience, or want of character; consequently the greatest possible misfortune would be that of making the offices held by these the means of political arrangements.

As there are few subjects that affect the British Empire more closely than the state of our Indian Empire, we cannot pass over unnoticed the memorandum relative to the causes of the mutiny of the 47th Native Regiment in October and November of 1824.

The 47th Native Regiment in conjunction with others had been ordered to march on service to the Eastern frontiers on a certain day. Previous to this day it became known to the commanding-officer of the regiment, Lieut.-Col. Cartwright, that the men were discontented at mules not having been hired for the carriage of their luggage as usual. As the animals could not be hired, Col. Cartwright advanced a considerable sum out of his own pocket and the government made a similar advance, altogether to the amount of 4000 rupees, for the purchase of the bullocks. This was however only one cause, and previous to the day appointed for the march, men belonging to other native regiments met the men of the 47th and discussed their grievances with them, and from the fact that men belonging to these regiments seized their colours and joined the 47th on the morning when they assembled on parade and refused to march, it was supposed that these regiments intended to support the 47th. They were requested to state their grievances and they did in writing, but they refused to attend a committee as they were ordered to do on the pretext that deputies sent would not be allowed to return; though Col. Cartwright offered to remain as a hostage. The grievances they put forward were that they were to be sent on board ship, that their pay was not sufficient and some others, which the Duke considered after reading all the evidence subsequently adduced before a committee, were mere pretexts, and that the real grievance was that they were ordered for service on the Eastern frontier instead of being kept in Oude. But it is not so much with the mutiny and the means taken to punish the mutineers that we are interested, as with the manner in which the discipline was affected by the way in which the officers performed, or more correctly speaking neglected to perform their duties in those days. The best European officers, the Duke says, were employed in Civil and Diplomatic duties on the Staff, in irregular corps, and other ways. The officers on regimental duty were therefore an inferior set of men who never attended the roll call of

their companies, and very seldom the regimental parades. They did not know the men of their companies by sight, still less by their names; never spoke to them and had no communication with them except through the native officers or non-commissioned officers. They were actually ignorant of the orders issued by their commanding-officer, and knew nothing whatever of what was going forward before their eyes until the men mutinied. The adjutant who gave out the orders of the commanding-officer, did not consider it his duty to see them carried into execution, the quarter-master did not consider it his duty to know anything about the clothing or equipment of the troops, or, in fact, of anything at all. It is not mentioned that this was an exceptional state of things, the inference therefore is that it prevailed in other Native regiments at that time; the state of discipline may therefore be imagined; let those who maintain that we effect no improvements compare that state of things with the present.

The change in the condition of Ireland is very evident as regards its tranquillity. In 1816 the Duke of York proposed that the force there should never be less than 25,000, and even this number, he thought, might not be always adequate to the services that might be required of it. To meet emergencies that might arise there and in our colonies, he was of opinion that we ought to have a strong reserve, as well as a floating force, applicable to reliefs. He could not, however, get the King and Government to see the necessity of maintaining so large a force in Ireland, and it was therefore reduced; and when other circumstances occurred at a later period which showed that the number was inadequate to the purpose for which it was stationed there, the number was increased at great and unnecessary expense; and it was resolved in 1823 that for no reason, however urgent, should the forces in that country be reduced below 20,000. He was for putting down outbreaks there with promptitude. He says—"We cannot afford to adopt half measures, or to have in Ireland only doubtful success, or even a protracted contest. We must get the better of a rebellion immediately, or we shall have the whole world in arms against us; whether secretly or otherwise will not much signify."

Then, with respect to the army in the West India Islands, the Duke of York, the Commander-in-Chief, stated in 1816 that the British troops for the defence of the islands should never be less than 11,000 under any circumstances, and ought to be 15,000. This number, however, was reduced from economical considerations to 6,000, distributed in such a way that no reserve was left to draw upon anywhere in the case of a sudden emergency. About 1823 great alarm was occasioned by the partial insurrection of negroes in one of the islands, just as happened the other day in the case of Jamaica; and the Duke dwells on the really dreadful consequences that might have ensued if the disturbance had extended to other possessions. At the present time, the danger that would follow from

a rising among the negroes in Jamaica, or any other of the West India islands, would be immeasurably greater than in the days of the Duke of York; and we can hardly doubt that the day is not far distant when we shall be compelled to give up our possessions in the West Indies, or fight for them at a cost of blood and treasure infinitely greater than they are worth.

In the present number of the Magazine will be found the opinion of the present Commander-in-Chief on the troops that should be stationed in some of our possessions in that region, and on the importance to us of maintaining our power there; but we cannot shut our eyes to the probability that Thaddens Stevens' anticipation that the West India islands will one day form themselves into a confederation of republics, will be realised. It may be far from being the grand Western Republic which he prophesies; but the scheme may work, and in that case we must withdraw. How soon this idea will begin to fructify, no man can say; but it can scarcely be doubted that at the present moment there are agents at work among the coloured people everywhere inciting them to organize for the purpose of establishing their own form of government. With the example of their brethren in the Southern American States before them, the existence of the Haytian Republic as a nucleus round which to unite themselves, the coloured people of Jamaica, with the recollection of the severity with which their late attempt to assume possession of the island fresh in their memories, was crushed out, are pretty certain to be engaged in trying to effect a combination by means of which an attempt on a much larger scale may be made to effect their object. The danger to the white population which now exists, existed then from the agitation caused by the discussion of the negro emancipation scheme; and he also recognised at that time—that is, in 1825—the necessity for keeping up a strong force to meet the danger to the white population arising from the changes in progress in the Gulf of Mexico, and particularly from the probable conquest of, or revolution in Cuba, and from the state of the black empire in St. Domingo. The disturbance going on in Hayti at the present moment, however trifling it may appear to us at this distance, has a very real and serious importance to the white populations in that region, which is far from being overrated by the Duke; and if he attached so much importance to it then, what would his opinion be now when the whole of the Southern States of America are under the influence of the negroes, and four of them—namely, Georgia, Louisiana, Virginia, and Tennessee are actually governed by negroes, and white people are flying from them under the apprehension that there will be a general rising of the negroes throughout the whole of the Confederate States. If the Southerners do not live to curse the man who fired the first gun at Fort Sumter, and every man who took part in bringing about the war with the Northern States or aiding its continuance, it will be strange indeed.

The question of the formation of a reserve, which was brought

before Parliament last session, and will probably be brought before it again in the ensuing one, renders the opinion of the Duke of York, who had held the post of Commander-in-Chief for a considerable time, of peculiar value at the present period. The establishment of a reserve to meet unexpected emergencies he assumed to be a necessity, and the question that remained to be solved was, in what way this necessity should be met. The embodying of pensioners, he thought, by no means adequate to effect it; he looked upon a measure of this kind merely as a resource for temporary and local purposes, and not applicable to general contingencies. At the same time, he did not undervalue the advantages to be derived from having the power of calling out such a body for home protection, and thereby liberating regular troops for foreign service, but this, he says, "applies to the momentary object only, and the general nature of our service in time of peace requires that all that constitutes our force should be disposable for any and every service, and that we should be in no case restricted in its application. Limited as are our means, and various and sudden as may be the demands upon them, they ought to be independent, and to admit of arrangements free from local or restrictive considerations, and they ought to be of the most efficient and active description. In the event of hostilities producing the necessity of large augmentations, and of arrangements purely defensive, the pensioners would afford a valuable resource from the facility and expedition with which large numbers of them might be assembled and embodied, before other additional levies could be rendered effective, but it would be wise to reserve this resource for such periods when the expedition with which we may avail ourselves of it shall form a main consideration. But where the augmentation may be made at leisure, the government would find its advantage in the employment of that description of force only which shall prove most efficient and generally disposable, by which also it will effect its present object without depriving itself of a facility which may become valuable at a future period of general pressure requiring more rapid results."

The augmentation of the army, or the means by which it might most readily be effected, possess at least as much interest now as it ever did. This is one of the matters on which the opinion of the Duke is of the highest value. The question was referred to him by Lord Bathurst, whose own opinion was, that the House of Commons would more readily consent to an increase of the army by strengthening the companies, than by an increase in the number of regiments. He was himself in favour of the latter course.

From a paper written by the Duke of Wellington on the same subject of the augmentation of the army, though it was written with certain wants in view, which do not exist just now, the ideas contained in it are equally valuable as if they had just been penned. He, too, considered that it was not only inexpedient but disgraceful to a government, and detrimental to the service, not to have a re-

serve force to draw upon, instead of being obliged to collect men from every available source on the smallest emergency. His objection to have recourse to the pensioners lightly was not less strong than that of the Duke of York. To call out this body to augment the army, he considered would be unjust to them, and at the same time deprived the country of that resource to provide for a sudden emergency when to have recourse to their assistance could not be regarded by them as an injustice. What he then said with respect to the pensioners applies now to the militia. This body, valuable as it is, are only available for the defence of this country; and though, as they proved during the Crimean war, some regiments might be induced to volunteer for garrison duty in Gibraltar and Malta, and perhaps, also in more distant places, they could not be relied upon in the same way as regular troops. Their service out of England would be voluntary in the first place, and men whose services are optional can never be reckoned upon like men to whom it can be said: Go there! and they obey as a matter of course. Another drawback to their availability is, that if they are stationed at a particular station, and their services were required at another, they could not be moved without their own consent, however urgent the necessity might be.

Everybody must be aware that the common opinion of Europe is, that nothing would induce us to fight, at least, not unless it was forced upon us, and English travellers on the continent are often forced to hear things said on this subject, which makes the ears of the hearer to tingle. The governments of European States know that it would not be safe to presume too far on our determination not to interfere in matters with which we have no immediate or direct interest. How far humanity benefits or otherwise by our practice of non-intervention is a disputed point. On the one hand, wars are nipped in the bud by the knowledge of the weaker power—that it will receive no aid from us either in men or money; it is thereby prevented from attempting to exercise that tyranny of the weak over the strong, which is more powerful and more painful to endure than any other. On the other hand, the stronger powers have been led into wars they would not have dared to venture upon if they had known that the sword of England would be thrown into the scale against them. The feeling in favour of withdrawing our soldiers from Continental affairs, we find from the Duke's despatches, had begun to manifest itself so far back as 1824. Speaking of the alliance between England and the continental powers, he said, there was a growing inclination in this country to separate it from the the alliance, as far as possible, consistently with the treaties into which we had entered. This sentiment was not merely that of political adventurers and fanatics, but was held by moderate and well-judging men quite as extensively. The effect of this feeling in isolating the British government was to him, naturally enough, a subject of regret; and he regarded this isolation as a source of great

mischief to England and the world, more to the latter than to us. The policy of non-intervention, however, is one to which he was himself favourably disposed, as we may infer from a letter to Sir Herbert Taylor, date 27th Dec., 1827, on the subject of the invasion of England. One of the most important subjects to look forward to he considered to be future wars, and our preparation for them. One reason why the wars in which we had been engaged had been long and costly was, because we were unprepared for the operations which would have brought them to a close for years after they were commenced; a system which he was of opinion ought to be abandoned. The first thing was to take great care to keep ourselves out of disputes if possible, and the next, to put our resources for war on such a footing as that we might apply them at a much earlier period of the contest than we had done down to that time. As to the risk of invasion, he was not blind to the advantage gained by a hostile power by the employment of steam vessels, especially at the beginning of a war, when they might be of especial service in making a sudden onslaught on one of our naval arsenals, one he had never been under such apprehensions on this subject as some were.

With respect to an attack on our arsenals and the means of defence, we will give what he says in his own words. "I have the officers of Engineers now employed in the consideration of a plan for the security of Sheerness, which I will afterwards apply to Portsmouth and Plymouth, if I should find the Government and Parliament disposed to adopt it. But I confess I think a solid invasion of the country, with a view even to the plunder of the capital or of Woolwich, or even to take possession of, or to do more than bombard one of our naval arsenals, is out of the question."

On the subject of fortifications, there is a letter of the Duke to General Mann, which present and future circumstances make of peculiar importance. In this he calls attention to the number of works and buildings now useless or going to decay, owing to the materials used being bad or unsuitable, or the workmanship or foundation being bad, as well as the construction of the works themselves in a way not suitable for the purposes they were intended to fulfil. There were innumerable instances of this sort; but as the country could not dismiss a corps of Engineers as a private individual might his architect or builder, the remedy he proposed was one that appealed to the pride of the officer, by attaching his name to his work. His idea was that a man who from easiness of disposition, or any other cause, would overlook a defect in a plan or a work on the part of the contractor or the workmen under his order, would not so readily do so if his own name was to be associated with a tower or other building uninhabitable from damp, because the mortar used in constructing it was made with sea-sand, or of a magazine unfit for the storage of powder for the same reason, or of one which cost more than its value in repairs, because the foundation was insufficient or injudiciously laid. He therefore directed General

Mann, unless he could suggest a remedy more likely to prove more effectual, to enforce the following order, which is dated May 21, 1823:—

“As the recent arrangement and regulations of the Treasury have imposed upon this department the execution of all buildings and repairs of buildings, under the Government in all parts of the empire, the Master-General and Board desire to call the attention of the officers of Engineers to the increased trust reposed in their skill and their attention to their duty.

“The Master-General and Board are desirous of having some lasting record of those qualities in the officers of Engineers; and they are pleased to order that whenever any public building may be executed under the direction of an officer of Engineers, a brass plate may be affixed in some conspicuous part of it, stating its dimensions, the amount of the estimated expense, the amount of the cost, the date of the commencement and that of the conclusion of the work, and the name of the officer who has executed or superintended it. The same to be done in case of any repair exceeding the sum of one thousand pounds; and in case any repair should be given to any public building, the expense of which does not exceed one thousand pounds, a particular description of it, and statement of its expense, are to be recorded in the books of the Engineers’ Office, at the place at which that repair has been executed, with the name of the officer who has executed or superintended it, in order that the Master-General and Board may at all times in future know who are the officers who have executed the public works carried on under their directions.”

There are some subjects on which though he is dead he still speaks. Of these one is the Eastern question, which seems never to have had a beginning, and, if the millenium is anything like so near as many imagine it to be, will remain unsettled till the world’s end. It crops up unceasingly—not an event can occur which affects the foreign policy of any government in Europe which it does not influence, and in the same way it has to be taken into account in coming to any arrangement. The reason is that it is one of those questions which involve a principle. Christians can no more be persuaded in these days that men who are substantially of the same creed as themselves can rightly be left under the domination of heathens than they could in bygone centuries: and though the domination in these days is little more than nominal, if the Christian subjects of the Porte were to combine to throw off the Turkish yoke, and establish a form of government for themselves, Turkey would certainly not be permitted to use force to prevent it. The obstacles in the way of their release from this yoke arise chiefly from the difficulty of devising a scheme which shall not give to one power an advantage over another.

How unswervingly Russia has maintained her old policy with respect to Turkey and Greece may be gathered from the instructions

given by the Prime-Minister Canning to Mr. Stratford Canning. After describing the policy of England with respect to Turkey, which was consistently acted upon by the latter gentleman during so many years, through good report and evil report, he refers to the misunderstanding between that power and Greece. The present relations between these two States, though arising from a different cause, seem not unlikely to arrive at a similar state, and, in that case, the action of Russia would probably be of an active character. Already we have seen in Russian journals articles not merely defending the right of Russia to co-operate with the Greeks and Christian subjects of the Porte in a war against the sovereign power, but insisting on the duty of Russia to aid them, whatever may be the opinion or action of the other great Powers in the matter; a duty from the performance of which it is not absolved by the neglect of other Powers to perform their share. Speaking of the question of such a war as that we have just referred to, Mr. Canning says—"There are not wanting reasons which should induce the Porte to reflect seriously upon its situation and prospects in this struggle. A war with Russia cannot be a matter of indifference to the Porte, and yet surely the Porte must know with what difficulty, with what compulsion and laborious perseverance the Russian government and nation (the government through the influence and persuasion of its allies, the nation through the really pacific disposition of its sovereign) are kept quiet and prevented from crying out for war, a war against their natural and ancient enemy, and in behalf of a nation professing the same religion with themselves. War once begun would spread through Europe; but there is not that nation in Europe that would side with the Porte against the Greeks, however little desirous any of them might be to assist in the aggrandisement of Russia at the expense of Turkey, and however anxious all of them to restore peace and to preserve the system of Europe undisturbed. It is to be considered further that events in the Western Hemisphere have approximated, as it were, the different divisions of the world to each other, and have brought new powers to bear on every question of political struggle or change, in whatever part of the globe it may arise. The Porte cannot doubt that all the inhabitants of both Americas to a man are in their heart favourers of the Greek cause, and might at no distant period become active co-operators in it."

Though the probabilities of a war between France and Prussia have been greatly diminished, if not altogether extinguished by recent occurrences, which could not have been foreseen by the Emperor Napoleon at the time when, under the irritation caused by the conduct of Prussia, he commenced preparations for a campaign against that power, it will still be interesting to give the substance of a memorandum of the Duke's on the subject of the frontier between the two States. In settling the question of the frontier line, he says that the National Atlas maps were the authority

referred to in all the negotiations at Paris in 1814 and Vienna in 1816, and that, if no alterations had been made in the departmental division of the territory of France subsequent to the treaty of 1814, there could have been no mistake in the terms of the treaty. But subsequently to the treaty of 1814, those parts of the Department of La Sarre not ceded by the treaty of 1814 were joined to the Department of La Moselle. "This arrangement, I should think, must have been published at the time, and the allies ought to have known of it; but the maps were not altered, and the difference between the then frontier of the Department of the Moselle, as fixed by law, and the ancient frontier of Germany was not adverted to."

His disinclination to the employment of privateers may be inferred from a despatch to Mr. Canning, at the time when an invasion of Spain by France seemed imminent. In this matter, his opinion entirely coincided with that of the King, who was very anxious on the subject, and wished both parties might be prevailed upon not to issue letters of marque. That the attempt to induce Spain not to avail themselves of this means of annoyance would be unavailing he was quite convinced, and France would therefore have to follow the same course in self-defence. But, as regards ourselves, he considers that we ought and might exclude privateers from our ports, and prevent them selling their prizes there.

In one of the volumes issued previous to this, the Duke refers with contempt to the detractions to which he had been exposed, and expressed his doubts whether, eventually, his presence at Waterloo might not be denied altogether. Another charge made against him was that he played heavily, and lost large sums of money. The contradiction to this statement, the belief in which is current to this day, is given in a wonderfully temperate letter, considering the circumstances, addressed to Mr. Adolphus, on the 17th December, 1823. "The Duke of Wellington presents his compliments to Mr. Adolphus, and incloses him the *Morning Chronicle* of Friday the 12th inst., to which the Duke's attention has been just called, in which Mr. Adolphus will observe that he is stated to have represented the Duke as a person *known sometimes to play at hazard, who might be committed as a rogue and vagabond.*

"The Duke concludes that this paper contains a correct statement of what Mr. Adolphus said upon the occasion, and he assures Mr. Adolphus that he would not trouble him upon the subject, if circumstances did not exist which render this communication desirable.

"Some years have elapsed since the public were informed, *from the very best authority*, that the Duke had totally ruined himself at play; and Mr. Adolphus was present on one occasion when a witness swore that he had heard that the Duke was consequently obliged to sell the offices in the Ordnance himself, instead of allowing them to be sold by others!! The Duke has suffered some inconvenience from this report in a variety of ways, and he is

anxious, at least, that it should not be repeated by a gentleman of such celebrity and authority as Mr. Adolphus.

"He therefore assures Mr. Adolphus that in the whole course of his life he never won or lost £20 at any game, and that he has never played at hazard, or any game of chance, in any public place or club, nor been, for some years, at any such place.

"From these circumstances Mr. Adolphus will see that there is no ground for making use of the Duke's name as an example of a person *known sometimes to play at hazard, who might be committed as a rogue and vagabond.*"

We give the above letter exactly as it is printed in the book under consideration.

On the subject of solitary confinement as a mode of punishment as well as a means of reformation, the Duke is of opinion that its adoption might be attended with advantage if it could be effectually carried out; but there existed no facilities for testing it in the barracks anywhere, and any solitary confinement such as that contemplated by the Legislature at that time—namely, where the prisoner would be cut off from all human intercourse—could never be carried out where it was possible for the prisoner to speak to anybody. It was obvious, therefore, that it could not be carried out in the field or cantonments, nor in any separate apartment which would have to be guarded by a sentry, as everybody who knows what British soldiers are, would be aware that communications between them would be certain to go on. A system of this kind had been in use in India for a long time. The places where the men were confined were known as Conjee houses, so called because the prisoners confined in them were fed during the short period of their confinement on conjee—that is, the water in which rice had been boiled. He suggested that a fair trial should be given to the plan, and that for this purpose a properly fitted up prison should be constructed, to which the soldiers convicted of offences might be sent from all parts of the kingdom. To a certain extent his recommendation has been adopted; but the abstract of the last report on military prisons will show that the system has never yet been completely carried out, though it is desired by every governor of a military prison in the kingdom. Thirty-seven years have elapsed since the Duke recommended the establishment of a central prison, and Col. Henderson asks every year for such a prison at Aldershot, and has been expecting to get it, but his expectation has been hitherto disappointed.

Of course in a book of this kind there are many subjects referred to which, though extremely interesting, we cannot mention, but which will make the reading of the book agreeable to all who may procure it. We must not, however, omit to mention one feature which adds greatly to its value, and that is the very full index of its contents. So far as we have perceived there is not a single fact mentioned either in the letters or memoranda which is not duly marked in the table of contents.

FOREIGN SUMMARY.

Paris, Nov. 22.

The subject which, of course, excites the greatest interest is the possible duration of the occupation of any portion of the Papal States by the French troops. The mere recall of them from Rome to Civitta Vecchia will not be regarded as bringing the intervention to an end, and it is uncertain as yet how long it will be before the interference in the affairs of the Papal government will cease. The general feeling with respect to the intervention is one of satisfaction, and I doubt if the Emperor was ever held in higher estimation by his subjects than at the present moment. They are pleased that there is to be no war with Prussia, and are gratified that the difference with that Power has been terminated without humiliation to France; and the promptitude with which he went to the aid of the Pope, regardless of the alliances which might have been formed with Italy to the prejudice of his country, has gained for him their respect and admiration; and even those men who are rather numerous among the higher classes, who speak disparagingly of everything, including their government and sovereign, are forced to be silent now on the two last subjects, for if they venture to utter the sentiments they have been accustomed to utter, they are either heard without reply and with a cold look of disapproval, or they receive a sharp rebuke from some member of the company, who is roused out of his usual polite coldness by the warmth of his feelings. The clergy are very warm in their approval of the conduct of the Emperor, and very naturally so, and their flocks, especially in the rural districts, share their sentiments thoroughly. Perhaps no stronger proof could be given of the extent to which the French nation sympathises with the Pope could be mentioned, than the fact that a people not particularly noted for the amount of their subscriptions for any purpose, have already subscribed £100,000 to meet his wants, and the contributions are still coming in.

The Army Organization Bill modifying the existing regulations runs thus. The length of service to be nine years, reckoned from the 1st July. In time of peace the soldier can only be retained under the flag five years. The grounds for exemption must exist previous to the revising of the lists, those which occur between the revising of the lists and the 1st of July, the day of drawing, will not be admitted. In time of peace, the men will be dismissed on the 30th June; in time of war, on the arrival of the contingent to supply their place. When unlimited furloughs are granted, the men who have served longest will have the preference, and of these, the men who desire to be relieved from service. The men thus released will be under the obligation of presenting themselves for exercise at periods which will be fixed by the minister for war.

Men thus liberated may marry during the two last years of their service.

The duration of voluntary engagements will be at least two years; if contracted for nine years, it will be considered as a ground of exemption from the drawing by lot subsequently. In no case can the volunteer be sent away from the regiment without his consent. Applications to re-enlist can only be received during the last year of service with the flag, or in the year preceding the definitive release from service. After serving five years, the pay will be raised to the higher scale.

The length of service in the National Guard Mobile is fixed at five years, reckoning from the 1st July of the year of drawing.

These are merely the alterations proposed, and cannot be well understood without the text of the existing regulations. This is felt by the members of the Legislature themselves, and it is intended to give them the regulations along with the modifications when the Bill is printed.

At the re-opening of the sittings of the Cour des Comptes, Count Cassabianca read a report, in which he compared the public expenditure of Great Britain in 1863 with that of France. In the section relating to the military and naval departments in both countries, he states that the expenditure of the United Kingdom for the army and navy on the peace footing, according to the official statement of the Audit-office, was, in French currency, 640,900,000*f.*, from which, deducting 70,800,000*f.* for pensions, there remains a net expenditure of 570,100,000*f.* The French sea and land forces cost in the same year, on the peace footing, as in the former case, 499,176,000*f.*, the difference between the two countries being therefore 70,924,000*f.* in favour of France. Taking the army alone, England paid for her army of 145,000 men and 14,000 horses, exclusive of pensions, 336,050,000*f.* France paid for an army of 400,000 men and 85,000 horses a sum of 376,587,000*f.* Hence, if the English army were as numerous as the French it would cost above 1,000 millions of francs! This difference is owing to several causes, of which two only need be mentioned. The English private's pay is 1*l.* 25*s.* per day, while that of the French foot soldier does not exceed 45*s.* The keep of a horse is 81*l.* per annum in England, and only 429*f.* in France. The British navy cost in 1863, deducting pensions, 234,050,000*f.*; the French Navy 122,589,000*f.* The English fleet consisted of 522 steamships (including four ironclads), carrying 9,091 guns, and 103 sailing vessels, carrying 665 guns—total, 625 ships, carrying 9,756 guns. Of this force 155 vessels were on active service, besides 327 engaged on coast and harbour service. The total number of men, including marines, was 76,000. France had in the same year a navy of 26 ironclads carrying 670 guns, 316 steamships carrying 4,542 guns, and 147 sailing vessels carrying 1,644 guns, making a total of 489 ships and 6,856 guns.

The number of ships on active service was 149. The number of men on board is not given, as the returns are not yet complete; but the report goes on to say that the pay of the British sailor varies between 403*f.* and 700*f.*, and that of the French sailor between 292*f.* and 438*f.* a year; that the equipment of an English sailor costs 103*f.*, and that of a French one 79*f.* 50*c.*; and, lastly, that the ration of an English sailor costs 452*f.* per annum, and that of a French one only 354*f.*

If the French Government has been diligent in laying up stores of oats and buying horses, it has only been doing what German agents have been doing. There are few horse fairs in the United Kingdom which are not attended by agents of foreign governments, or by men who are understood to be such, and the same may be said of foreign countries. It is not safe, however, to believe these representations always; they may be made by men who have motives of interest which can easily be imagined. As regards the accumulation of horse provender, that partakes largely of the character of speculation, and does not necessarily involve any loss; quite the contrary, in fact, a considerable profit on such transactions may be realized by the administration from judicious sales; but this is a matter respecting which it is thought the less that is said the better. The inference that may be drawn from the purchases in a political point of view are alone dwelt upon.

The utter failure of the invasion of the Papal States furnishes evidence sufficient to satisfy all who have doubted, if the statements contained in this Summary relative to the contentment with their government of the inhabitants of the Papal States were true. At no place did they join the insurgents, or show anything but indifference to their proceedings. Nor is this the only knowledge that has been furnished by the invasion. It is now manifest to everybody capable of forming an opinion, and who can estimate the value of facts with an impartial judgment, that the internal affairs of Italy are in a condition to excite serious alarm in the mind of well-wishers to Italy. That there still existed a large number of persons in most of the cities of Italy who are favourable to a return to the old state of things, I have often had occasion to mention; but with respect to such cities as Florence and Milan they were chiefly among the higher classes and those immediately dependent on them. We now know that the lower classes of Southern Italy are not only dissatisfied with their present government, but are inclined to a return to the old government or to go on to a republic. It will be remembered that long ago there was a talk of placing the government of Southern Italy in the hands of Murat; the consideration of the project has been revived of late, though how it is to be carried into effect it is not easy to form a feasible conjecture. Probably the opposition to the scheme would be much weaker on the part

of the inhabitants than on the part of Italy; but if France chose to enforce that scheme there is nothing to prevent her from carrying it into effect, inasmuch as Victor Emmanuel has no friends, and if all that is said of his double-dealing in connexion with his Ministry is true, he cannot expect to have any. Another circumstance that gives colour to the substitution of Murat for Victor Emmanuel is the certainty that if Murat put forward his claims openly under the avowed or approved sanction of France, a very large part of the population, who have no particular liking for any form of government, would give its adhesion to that which received the support of the priests, who, not unnaturally, detest a government that has deprived them of so large a portion of their homes and property. Of course the adherents of the old government would be very ready to join any new one which would overthrow the existing one. The misery in which the lower classes of the South Italian cities constantly live would surprise most Englishmen, if they were aware of what it is, and they would cease to wonder why they desire a change, and why their discontent is so strong that it is thought necessary to have thirty thousand soldiers quartered in Naples alone to maintain tranquillity.

It has been affirmed that Garibaldi had an interview with Ratazzi after he quitted Caprera, and that the latter gave him money to assist him in organizing the invasion of the Papal States. This has been positively denied, and in such a way as to leave little or no doubt that the original charge against Ratazzi was unfounded. But though this denial may be true in a literal sense, the inference it is intended that people should draw from it—namely, that the Government had no share in the invasion, and did not aid it by no means follows. There is too positive evidence that if the King of Italy and his Ministry did not aid and assist, some of the Generals in the army did. The soldiers of the army stationed in Southern Italy were not only allowed to absent themselves from their regiments to join the Garibaldians, but were encouraged to do so, and received money to pay the expenses of the journey. A well-informed writer says:—"Of the fact of this connivance there can, I think, be no doubt resting on the minds of any sane person; but if any proofs of it were needed they might easily be found in Southern Italy. It is only now as they come to light that one is surprised at his having been deceived by assurances and protestations which had no foundation in truth. 'It was no conspiracy in which we were engaged,' said the person whose information I sent you yesterday, 'for the Government, Europe, all the world knew what we were doing.' Scattered through Italy there were 84 committees for the collection of money for the relief of the wounded in the Roman States; in other words, for the support of the invasion. On these committees were Deputies of Parliament and Government officials, and among the

contributors were persons in authority. As far as Naples, too, was concerned, as I now learn on indisputable authority, the enrolment of volunteers was not only sanctioned, but carried on by the authorities. The Quæstor, whose duty it was to maintain the order and honour of the country, enrolled them in the Quæstura, as did provincial councillors in the official buildings appropriated to their use. The facts were well known to the Prefect, who, good easy man, took no notice of them, or who in subserviency to Ratazzi, was unwilling to see them. Moreover, from the Quæstura were supplied many things which were necessary for the Garibaldini, such as 185 muskets belonging to the Guards of Public Security, revolvers, caps, shoes, and blankets, and an inspector of police accompanied them to the camp and assisted in their organization."

So far as Ratazzi and the King of Italy are concerned, the Neapolitans abuse them with all the energy of ignorance which sees only one thing and is unable to take circumstances into consideration which might lead them to modify their conclusion. It is seldom, however, that the same men get so thoroughly abused by people who hold such widely-divergent opinions as the Neapolitans.

Now that the affair is over, it is, perhaps, a good thing for Italy that it was undertaken. The Italians now know that France will not allow the Papal States to be invaded by the Italian army, and the Garibaldians have discovered that they are no match for the Pontifical troops, which I suppose no sane man imagined they were. It is true that the first proceeding of the Italian Government after the check it received and its withdrawal from the Papal States was to augment the army, which I conceive was caused by the anticipation that Spain had hostile intentions which it would require all the resources of the kingdom to meet. If Spain had any such intention—and I have very little doubt that it would have declared war if Italy had occupied the States under the sway of the Pope at any risk to itself—that intention has in all probability been abandoned, and the King may now, if he has the courage to add to his unpopularity, do the only thing that can give the kingdom the last chance of getting through its difficulties; but it is hardly probable that any Ministry that may be formed now will venture to propose a reduction on a large scale, though it would no doubt be glad to support the Chambers if it showed a desire to adopt the only means that can be found to bring the revenue into something like order.

After every great misfortune, people are glad to pick up any little comfort that can be got out of it. The misfortunes of the Emperor of Austria, and his conduct during the last few months, have procured for him more sympathy than is felt for any other sovereign in Europe. The consistent manner in which he has pursued a liberal course since he entered upon it has justly gained

for him the character of an enlightened monarch among the majority of his subjects who understand politics or take an interest in them; and the old Conservative party, having found it to be useless to try to induce him to retrace his steps, and hopeless to expect him to do so, have given it up, and instead of seeing nothing but the evils of the Liberal system, have begun to open their eyes to look for the good that may be in it; consequently, it may be assumed that henceforth Austria will possess a Liberal and Constitutional Government. The discussion in the Representative Assemblies have resulted in the establishment of an arrangement between Austria and Hungary which has created a bond of union between them, which has immensely increased the strength of the former at home and abroad. The inhabitants of the provinces, forming part of the Austrian dominions, which for years past have been agitated by schemes for organizing themselves with other provinces inhabited by kindred peoples not subject to Austria into a kingdom, now perceive that the attempt would end in a certain failure, and instead of pursuing an imaginary good, are settling themselves to the consideration of how they can make the most money by growing grain or extending their manufactures. Reports have been current that Italy has been trying to induce Austria to enter into an alliance with her; reports that have been denied, but which are persisted in now more strongly than ever. Had the marriage union between the royal families been established, this might have led to an alliance for the purpose of effecting political objects; but it is quite unreasonable to expect that Austria, which has not yet knit its parts together into a solid whole, would unite itself with a Power so unstable as Italy, which if it has the elements of physical strength, is morally weaker than a little kingdom like Belgium. Whatever attention may have been given to any such propositions could only have been to create disunion between Italy and Prussia, or simply to irritate Prussia.

One of the subjects of discussion between the Austrian Minister of War and Hungary related to the recruitment to be effected in 1868, and the intention to increase the number of battalions composing each regiment to six. At present there are only fifty regiments which have the requisite number of men to form six battalions; eight regiments could form but five, and fifteen which could only form two; consequently, there are seventy battalions to be created. The Minister for Hungary was not disposed to submit to the Diet a proposal for a recruitment exceeding twenty-five thousand, and that he could not submit to it the proposal for an extraordinary recruitment of forty-seven thousand unless it was made clear to him that the foreign policy of the empire made it imperatively necessary. The acceptance of the proposition by Hungary relative to the general recruitment was made dependent on the creation of a landwehr to be raised in Hungary, and not to

be employed outside its limits except with the consent of the Diet. Each regiment of the landwehr it was proposed to raise was to be composed of two battalions, and two squadrons of hussars to each regiment. The staff of one of the battalions alone was to be maintained in time of peace. The officers to be appointed by the Emperor, or as he is termed by the Hungarians, the King of Hungary, on the recommendation of the Minister. As an example of the folly of mankind, it may be mentioned that the slaughter and permanent disablement and disfigurement of so many thousands of human beings by the war between Austria and Prussia, would have been prevented if Austria had agreed to accept from Prussia a money compensation for her claims on Schleswig-Holstein.

Prussia is a striking example of the power of perseverance even in a bad cause. Public opinion throughout Europe was unanimous in condemning its conduct towards Denmark in the matter of the Duchies, it has, however, quite lived that down, and very few indeed would care now what Prussia might do in the Duchies, or to know what it has done or is doing in carrying out its projects at Kiel and other ports. The dispute between France and Prussia, which really endangered the peace of Europe is settled by the exercise of common sense and a little good will on the part of the rulers of the two countries, owing to the absence of any real grievance to fight about, is not likely to be revived. One consequence of the reconciliation seems to be that the crooked policy of the Italian government has again been exposed, and that certain projects of Italy inimical to France, or to speak more correctly, to French policy, have been revealed to the Emperor Napoleon.

Objections have been made to the requirements of Prussia in the recently annexed States as regards the armament to be raised in them. In some the expense under this head will be largely increased, and none will be gainers in this respect by the change in their government.

The year's conscription is going on in the entire confederacy. To fill up the ranks of the four new *corps d'armée* created since last year's campaign no less than 100,000 men have been levied, instead of the 90,000 or so, the ordinary quota of the year. With last year's levy of 112,000 men, the new recruits will be sufficient to raise the new regiments to full war strength. The work of re-organization completed, as it will be two months hence, the peace footing of the Federal army in 1868 may be estimated at nearly 360,000. It is not surprising that the energetic and sagacious general who, in addition to the valuable services rendered in the war, has carried through so difficult and comprehensive a task in less than a year, should feel fatigued and have applied for leave of absence. General Von Roon, the Minister of War—I, of course, allude to him—will probably go to Egypt for the rest of the winter, as soon as all is

arranged. Speaking of military matters, professional readers may be interested to learn that the Prussian troops, who formerly marched only 100 paces in a minute, now have to make 120—the French standard, I believe.

Misfortunes rarely come singly, and of this the Emperor of Russia has had painful experience. After a narrow escape of being murdered in Paris, he had an equally narrow escape of being crushed, with some of his family by the fall of the heavy ceiling of a room he was on the point of entering since his return home. Such accidents as these are apt to have a permanently injurious effect on the mind; either by creating a spirit of fatalism, or a kind of superstitious fear that a third accident will follow, from which there will be no escape. The policy pursued by the Emperor within his dominions is favourable to the development of its resources, but it will be very long before this is shown in its exports, owing to the vast extent of the empire, and the want of roads and railways. For the construction of the latter, money may be obtained abroad; indeed, a new company has just received a concession for a very long line indeed; but before a railway can be very instrumental in promoting the prosperity of such a country as Russia, there must be good highways between the towns and villages, and these are very scarce indeed there. The chief subject in connexion with its foreign policy that agitates Russia at present, is the continued insurrection in Crete. It may or may not encourage Greece to continue its assistance to the insurgents, but it is quite certain that it does not discourage them, and the inference is, that what it does not discourage it encourages. Considering the miserable condition of the Greek finances, there is fair ground for the presumption that the aid which the Cretans receive they owe indirectly to Russia.

Experiments with breechloading guns for field batteries are being made at the camp at Khodinsk. All the foot-artillery batteries are being changed, and a new gun of peculiar construction is being tried, of which Russian officers speak highly.

GUARDSMEN IN THE NATIONAL PORTRAIT EXHIBITION.

BY COLONEL PONSONBY.

GEORGE, FIRST MARQUIS TOWNSHEND, *Captain and Lieutenant-Colonel First Guards.*

412. Reynolds.

George Townshend, son of the third Viscount Townshend, was born in 1723, and when only 7 years old, was appointed to an Ensigny in the First Regiment of Foot Guards. By the time he
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joined the regiment in 1740, he was nearly senior subaltern, and after a short service in Flanders and Germany, he was made aide-de-camp to the Duke of Cumberland, and was at the battles of Fontenoy, Culloden, and Laffeldt. He was extremely proud, and was an excellent caricaturist. The former quality offended his inferiors, the latter talent his superiors, so that he was far from being generally popular; but his undoubted abilities earned for him a certain degree of respect from all who were connected with him. Soon after he became captain and lieutenant-colonel in the regiment, he applied for the command of a corps, but was refused. This and other imaginary grievances caused him in 1750 to resign his appointments and retire on half-pay, while he proclaimed with much vehemence that he had been maltreated. He was not employed till 1759, when he succeeded in becoming lieutenant-colonel of the 64th, was promoted to the colonelcy of the 28th, and was appointed brigadier in the army destined for the St. Lawrence under Wolfe. Montcalm's able dispositions for the defence of Quebec were not to be overcome in a day, and Townshend's impatience at the delay in capturing the town evinced itself in the utterance of sarcasms and in the exhibition of caricatures condemnatory of the conduct of the general commanding; but these ebullitions fortunately did not resound beyond the camp, where the good sense of the other officers prevented any evil consequences. On the 13th of September, the army ascended to the plains of Abraham and defeated the French. Townshend was erroneously said to have been wounded, and Monckton assumed command after the death of Wolfe; but the former quickly asserting his right, superseded his junior, and had the honour of taking possession of the town. He is said to have claimed for himself the credit of the plan of attack, and as it was carried into effect after several councils of war, there is no reason for doubting that the idea may have originated with him. But, in fact, the plan itself for surprising the French above the town can scarcely be considered the effect of any extraordinary effort of genius, while the success depended entirely on the execution. This is undoubtedly attributable to Wolfe.

Townshend returned home soon afterwards. He became Major-General in 1761, succeeded to the peerage as Earl Townshend in 1764, and was afterwards raised to the rank of Marquis. In 1767 he was Lord-Lieutenant of Ireland. In 1770 Lieutenant-General, Colonel of the 6th Dragoon Guards; Master-General of the Ordnance in 1779 and 1782, and in the last-mentioned year a General and Colonel of the 2nd Dragoon Guards; a Field-Marshal in 1796. He died in 1807.

**FIELD-MARSHAL THE HON. HENRY SEYMOUR CONWAY, Captain
and Lieutenant-Colonel First Guards.**

462. Gainsborough.

Henry Seymour Conway, son of the First Lord Conway, entered

the army as Ensign in the First Foot Guards about 1725, was Captain-Lieutenant in 1737, and Captain and Lieutenant-Colonel in 1740. He was at this time M.P. in the Irish Parliament; but shortly afterwards took his seat in the English House of Commons as M.P. for Thetford. On the breaking out of the war caused by the non-observance of the Pragmatic sanction, he went abroad with his regiment, and served at Dettingen and Fontenoy, where his company suffered most severely. The Duke of Cumberland appointed him one of his aide-de-camps, and was accompanied by him to the north of England in 1745. Conway carried the summons to surrender to the Jacobite Governor of Carlisle, who, unable to withstand the overwhelming Royalist forces, gave the town up to the Duke. Conway was also with the Duke at Culloden and at Laffeldt, where he was taken prisoner. His military promotions were as follows:—From the Foot Guards to the Colonelcy of the 13th Light Dragoons in 1751; Colonel of the 7th Dragoon Guards in 1754; Major-General in 1756; Lieutenant-General in 1759; Governor of Dublin Castle in 1766; Colonel of the 4th Horse in 1768; Colonel of the Royal Horse Guards in 1770; General in 1772; and Field-Marshal in 1793.

In 1760 he was a Major-General in command of a division in Germany, and served to the end of the war. Granby, who commanded the English forces, was a brave officer, but had no opportunity of displaying his generalship if he had any; for Ferdinand of Brunswick was Commander-in-Chief of the allied forces—a man of mediocre talent, opposed to two French Generals, Soubise and Broglio, of a similar calibre. The whole campaign, with the exception of Minden, consisted of a series of dull indecisive combats. In all these Conway took his share, doing his duty respectably and punctually, but never rising to any brilliant eminence.

On his return to England, he devoted himself to politics, and took so strong a part against Ministers in the question of the General warrants that he was deprived of all his offices and placed on half-pay. On the accession of his party to office, he was restored to all his posts, and became Secretary of State for the Northern Department. He was a tolerable speaker, but not a bold or vigorous politician. Indeed, he has been accused of timidity as a Minister. “He was afraid of disobliging the King—afraid of being abused in the newspapers—afraid of being thought factious if he went out—afraid of being thought interested if he stayed in—afraid of everything, and afraid of being known to be afraid of anything.”

He was a friend and correspondent of Horace Walpole's, and earned some reputation as a dramatist by the production of a comedy called “False Appearances.” He held the office of Lieutenant-General of the Ordnance in 1767, and was Commander-in-Chief in 1782. He died in 1795.

SIR GEORGE AUGUSTUS, THIRD VISCOUNT HOWE, *Captain and Lieutenant-Colonel in the First Guards.*

243.

Few families have attained celebrity in a shorter space of time than the Howes. The second Viscount left three sons, each of whom distinguished himself in no ordinary manner in his profession, and though the untimely death of the eldest prevented his fame from extending as far as that of his naval brother, his character was not less that of an earnest daring spirit whose soul was in his profession, whose talent was commanding, and whose skill was winning the confidence and love of his soldiers. He entered the Guards as Ensign in the First Regiment about the year 1735, a tall, thin youth, reserved and silent. As his regiment was engaged in Flanders and in the north of England, it is most probable that he saw some service during the years from 1743 to 1747. In 1748 he was Captain and Lieutenant-Colonel, and two years later was made Colonel of the 60th, and then Colonel of the 55th Foot, now stationed in America. He was as much respected and beloved by his new subordinates as he had been by his old comrades, and he was most energetic in perfecting and instructing his men in a Light Infantry drill adapted to the nature of the wooded country they were employed in. He was now reputed to be the best officer in the Royal army, and the provincial troops acknowledged without jealousy his superiority. He was, notwithstanding his silent habits, the life and spirit of the expedition despatched under the unfortunate Abercrombie to attempt the invasion of Canada in 1758. On landing at Point Pelée, on the northern shore of Lake George, Howe was sent forward with a wing of the 55th to scour the woods. In the thickest part of the jungle these fell in with an outpost of the French army under Mons. de Trepézé, who had been called in, and were making the best of their way to head-quarters when they encountered the red-coats. Startled by this unexpected sight, the Frenchmen fired a volley and fled; but this volley deprived the British of their commander, for Howe was killed, and his lifeless body was carried back to the camp, where all was dismay and irresolution. This was followed by the terrible defeat of our attack on Montcalm's position at Ticonderoga, and the failure of the expedition. The title after the colonel's death devolved on his brother, now a sea captain, but afterwards well known as a distinguished admiral.

JOHN, EARL LIGONIER, *Colonel of the First Guards*

417. Reynolds.

The two Ligoniers, members of a French Huguenot family, came to England at the beginning of the eighteenth century, and were soon afterwards appointed to commissions in the army. John, the eldest, served in some of Marlborough's campaigns, and rose gradually in the profession. He was lieutenant-colonel of

the 7th Dragoon Guards, colonel of the regiment in 1720, a major-general in 1739, and lieutenant-general in 1743, with the charge of a division at the battle of Dettingen. Here he conspicuously distinguished himself, was created knight banneret on the field by George II. and made Knight of the Bath. At Fontenoy he commanded the British Infantry, and in the following year was employed against the Pretender in Scotland. In 1747 he became general, was at the battle of Val, and charging at the head of the cavalry was overthrown and taken prisoner. On his release, by exchange, he was made Colonel of the 2nd Dragoon Guards, and in 1753 Colonel of the Royal Horse Guards. In 1757 he was created Viscount Ligonier of Enniskillen, a Field-Marshal, Master-General of the Ordnance, and Colonel of the First Regiment of Foot Guards. In 1760, Commander-in-Chief, and in 1762 Viscount Ligonier of Clonmel, with remainder to his nephew, Captain Edward Ligonier of the First Guards, husband of the gay Lady Ligonier, whose portrait is placed in close proximity to that of the honest old General's. In 1766, Lord Ligonier was promoted to the English peerage and made Earl Ligonier. He died in 1770, at the age of 91, to the regret of all, for he was a favourite with the court and with the army.

THOMAS PELHAM CLINTON, EARL OF LINCOLN, *Captain and Lieutenant-Colonel First Guards.*

440. Gainsborough.

Thomas Clinton, a younger son of the second Duke of Newcastle, was born in 1752. He purchased a commission in the infantry, and in 1775 exchanged into the First Foot Guards, a short time before a brigade of Guards was sent to America. He accompanied this brigade, and was made aide-de-camp to Sir Henry Clinton. He returned home on promotion, and at about the same time, by his brother's death, became tenth Earl of Lincoln, but, being anxious for service, obtained the command of a brigade in America in 1781. In the following year he returned to England, was made Colonel of the 17th Light Dragoons. He married Lady Anna Stanhope, succeeded to the dukedom in 1794, and died 1795.

LIEUTENANT-GENERAL THE RIGHT HON. JOHN BURGOTNE,
Captain and Lieutenant-Colonel Coldstream Guards.

663.

John Burgoyne, according to the catalogue, second son of Sir John Burgoyne, Bart., was generally said to have been an illegitimate son of Lord Bingley. He received a good education and was left a small portion, purchasing therewith a cornetcy of cavalry. Burgoyne's literary talents were displayed in his youth, and his amusement consisted in the composition of plays, and in

superintending their performance. Many of these were very clever, and the "Maid of the Oaks," composed by him and performed at the Oaks in Surrey on the occasion of Lord Stanley's marriage, is replete with sparkling writing and interesting situations.

When quartered at Preston, as captain in the 11th Light Dragoons, he secured the affections of Lady Charlotte Stanley, daughter of the eleventh Earl of Derby, and her parents objecting, he cut the matter short by running away with her. She had £300 a-year and a legacy of £25,000. Lord Derby was indignant, but finding that his daughter had married an accomplished gentleman, an able scholar and benevolent man, a reconciliation took place, and the Stanley interest henceforth befriended the young officer. In 1758 he was promoted to the rank of captain-lieutenant and lieutenant-colonel in the Coldstream Guards, and turned his mind with eagerness to politics. Two years later he obtained the lieutenant-colonelcy of the 16th Light Dragoons, commanded them at Belleisle and in Portugal, when he had moreover the charge of the whole of the British contingent sent to aid the Portuguese under Count de la Lippe in resisting the Spaniards. Burgoyne astonished the enemy more than once by his dashing movements. On one occasion he galloped with his regiment and took Alcantara by surprise; on another, in conjunction with Lieutenant-Colonel Lee, a name well known afterwards in America, he defeated a superior force on the Tagus: and at all times his conduct was esteemed highly by his allies. After his return home he was made colonel of his regiment, and was elected member for Midhurst, a borough he represented till chosen for Preston in 1768. In 1772 he became a major-general and Governor of Fort William.

The American revolution had reached a height unexpected by the Government in England, and more energetic measures were taken to suppress what was believed to be a riot among discontented provincials.

In 1775 Burgoyne was sent in command of a division to reinforce Gage at Boston. His ship the *Cerberus* was thus alluded to—

"Behold the *Cerberus* th' Atlantic plough,
Her precious cargo, Burgoyne, Clinton, Howe.

Bow, wow, wow."

The battle of Bunker Hill was described by him in a letter to Lord Stanley as a glorious sight, but, when published, this drew down upon him much abuse from the friends of the Americans, who discovered in him one of the strongest opponents of the revolution, and a man who did not hesitate to declare that it should be crushed with strong measures.

Carleton, the Governor of Canada, had been driven to seek shelter in Quebec; Burgoyne was ordered northwards, released

the garrison, and pursued the Americans till they had evacuated Canada. He then returned to England dissatisfied with the small position he had held, and full of a plan he had prepared while in the St. Lawrence.

He calculated in this, on the co-operation of Sir William Howe's army at New York, on the loyal feeling supposed to be lying hidden among the population of the New England States, and upon the supineness of the American people for the rebel cause. He intended to advance by Lake Champlain on Albany where he would meet the troops from the south, and that the two forces conjointly would overawe the district, encourage the loyalists, and cut the communication between the New England and the other States. This plan was only partially approved of by the King, who suggested many modifications, but it was adopted by the Ministry, without consultation with Howe or Carleton, the officers commanding at the two bases of operations. Lord George Germaine addressed the letter of instructions to Burgoyne, who was appointed Commander-in-Chief of the Expedition. This naturally annoyed Carleton, who nevertheless gave his best assistance to the campaign, while sending in his resignation. It is somewhat singular that no communication was made to Howe till the expedition was on the eve of starting, when Howe replied that it would be impossible for him to co-operate.

There was considerable delay in completing the preparations, and the Americans had, therefore, timely notice of the attack, the loyal feeling was not so strong as was expected, and at the first reverse of the Royal arms, disappeared altogether; and the American people were by no means so supine as the result proved, but were devoted to their cause.

Burgoyne left Montreal, in company with Sir Francis Clerke of the Third Guards, his aide-de-camp, on the 16th of June, 1777, and reviewed his army, consisting of 4,000 British; 3,000 Germans, under Baron Riedesel, of Lauterbach, and some Indians under Mons. St. Luc de la Corne. The enemy opposed him ineffectually at Ticonderoga and Hubberton, but much time was unnecessarily lost before reaching the Hudson. A detachment of Germans was defeated with great loss at Bennington by an enthusiast named Stark, who led on his raw levies crying, "We beat them now, or Sally Stark's a widow."

On the 19th of September Burgoyne defeated Gates at Bemis height, but the American General simply fell back on stronger reserves, while Burgoyne had no means of replacing his losses. The enemy were gathering round him. He was cut off from Canada, he heard of no approach from the army at New York. On the 7th of October another engagement took place at Freeman's Farm. The loss of the British was very heavy. General Frazer, Colonel Breyman and Sir Francis Clerke were among the killed, Major Acland among the wounded. The wife of this

latter officer, a daughter of Lord Ilchester had accompanied her husband through the campaign, and now applied, through Lord Petersham, to Burgoyne for permission to pass over to the enemies' lines. All he could do for her was to give her a boat and a few lines, written in pencil, on dirty wet paper: "Sir, Lady Harriet Acland, a lady of the first distinction of family, rank, and personal virtues, is under such concern, on account of Major Acland, her husband, wounded, and a prisoner in your hands; that I cannot refuse her request to commit her to your protection. Whatever general impropriety there may be in persons of my situation and yours, to solicit favours, I cannot see the uncommon perseverance in every female grace and the exaltation of character of this lady and her very hard fortune, without testifying that your attention to her will lay me under obligation." Lady Harriet, her maid, and Mr. Brudenel, a chaplain, went down the Hudson, and were admitted to the wounded man's presence, and treated with kindness.

The English army was now compelled to retreat to Saratoga, where, surrounded by daily increasing numbers of the enemy, Burgoyne signed a convention on the 17th October, 1777. The army was to be allowed to return to Europe on condition of not serving again, but this agreement was shamefully violated by the Americans, who kept the troops prisoners till 1782, when all were dispersed by exchange, death, or desertion.

The effect of Saratoga was very great. It depressed the feelings of the loyalists, gave heart to the American patriots, confirmed the wavering councils of France in declaring for the republic, and strengthened the opposition party in England.

Burgoyne returned to London on his parole in 1778, and took his seat in the House of Commons. The government were cold to him, and the King refused to see him. Burgoyne asked for a court-martial. This was refused, as he was a prisoner. These rebuffs embittered the unfortunate general who, without due consideration, joined the opposition, and found among that party many ready to take his part, and to attack the Government for their faulty instruction. Still, he entreated for an inquiry. "I provoke a trial, give me inquiry, I put the interests that hang most emphatically by the heartstrings of man, my fortune, my honour, my head, I had almost said my salvation upon the test!" The Ministry now roused to anger, ordered him to rejoin the troops at Boston. He declined and resigned all his appointments, retaining only his rank of lieutenant-general to enable him to fulfil his parole, or render him amenable to a court-martial.

A Parliamentary inquiry then took place without result, and he published an account of his proceedings, together with his correspondence. The easy flow and beauty of his language even in the final account of Saratoga, must be admired, but "though," as Mrs. Inchbald writes, "the style charmed every reader, he had

better have beaten the enemy, and misspelt every word of his dispatch, for so probably the Great Duke of Marlborough would have done, both by one and the other."

On the change of Government in 1782, Burgoyne was appointed Commander-in-Chief in Ireland, a Privy Councillor of that Kingdom, and Colonel of the 4th Regiment of Foot. He resumed his seat in the House of Commons in 1786, and in the following year was chosen as one of the managers of Hastings' impeachment.

He died on the 4th of August, 1792, of gout, at his house in Hertford Street, and was buried privately in the cloisters of Westminster Abbey. But no stone marks the grave of a gallant gentleman, a brave soldier and an accomplished scholar.

CHARLES CORNWALLIS, SECOND EARL AND FIRST MARQUIS CORNWALLIS, K.G., *Ensign in the First Guards.*

756. Copley.

Charles, Lord Broome, son of the first Earl Cornwallis, was born in 1738. In 1757 he was appointed Ensign in the First Regiment of Guards, and, after having joined, went abroad with a 'bear-leader' for the improvement of his mind. While in Italy, he heard that his battalion had been ordered to the coast of France, and he returned homewards in all speed, only to learn that he was too late to share in the disgrace of St. Cas. Angry with himself, and fearing the displeasure of his brother officers at his absence on such an occasion, he turned to the army in Germany, hoping to find opportunities for distinction there. Fortune befriended him. He was placed on the staff, and soon afterwards obtained a company in a regiment forming part of the contingent under Granby. In 1762 he succeeded to the earldom. He was rapidly promoted, made aide-de-camp to the king, and colonel. In 1775 he was a major-general, and was employed in America, where he was at the head of a division, and had, on many occasions, a separate command. His march through the Carolinas was skilfully executed, and he reached Yorktown, in the hope of meeting a reinforcement from the army in New York. This aid never came. The reasons which caused its delay were published by Clinton, and refuted by Cornwallis, but the result was, that the British surrounded by an overwhelming force of Americans and French under Washington, and unable to escape by sea, as the fleet was otherwise engaged, were compelled to surrender.

Cornwallis was struck down by illness and unable to march out to Yorktown with his army, but he gave his sword to General O'Hara, who delivered it up to Lincoln, the American General, charged with the duty of receiving the submission of the English. The soldiers having laid down their arms, the ensigns were desired to deliver up the colours to as many sergeants; but the

British officers demurred, and the youngest officer of the American army, Ensign Williams, was therefore directed to take over the English and Hessian standards. Cornwallis was at this time Constable of the Tower of London. So it happened that the son of his janitor was prisoner in the keeping of his own deputy. He was immediately released on parole and returned to England.

In 1786 he was made Governor-General of India. In 1791 he captured Seringapatam, and compelled Tippoo Sahib to listen to reason. After his return to England he was created Marquis Cornwallis, a General, Master-General of the Ordnance. In 1799 he was sent to Ireland at a very trying moment, when the rebellion had scarcely been suppressed, as lord-lieutenant, and by his calm temper and judgment quieted down the angry passions which still attempted to display themselves on either side. He was also made K.G.

In 1802 he was sent on a mission to France, and signed the peace of Amiens.

In 1805 he returned to India as Governor-General for the second time. He died at Ghazepoor on the 5th of October, 1805.

SIR HENRY CLINTON, K.B., *Captain and Lieutenant-Colonel, First Guards.*

655.

Admiral the Hon. George Clinton, son of the second Earl of Lincoln, while on the North American station in 1750, obtained employment for his son Henry as an officer in the New York Independent Companies. In 1751 he was appointed ensign in the Coldstream Guards, and afterwards promoted to a lieutenancy in the First Guards. With this regiment he served in Germany, and was made aide-de-camp to General Conway. In 1762 he was promoted to the colonelcy of the 12th Regiment, and in 1766 was transferred to the 7th Light Dragoons.

On the breaking out of the Revolution in America, Clinton was given command of a division sent to reinforce General Gage at Boston. He attacked the rebels at Breed's Hill, commonly called Bunker Hill, and defeated them, but with such loss on his own part that proved his antagonists were most determined and formidable enemies. Boston was soon afterwards evacuated by the Royal troops, who went to New York. Clinton served under Howe at the battle of Long Island, and at all the actions of 1776. In 1777 he was made K.B. and Commander-in-Chief of the army in America. Though not so popular a general as Howe, who was a great favourite with all ranks of the army, he was undoubtedly a more energetic and able man. But his task was a hopeless one. He was opposed by a united, brave, and resolute nation, weak in the field at first from want of discipline, but gathering strength and numbers every day; assisted by well-drilled Frenchmen, enthusiastic in the cause of freedom, and glad of an opportunity of

humiliating England. Above all, the genius of Washington presided, far superior to our generals in his knowledge of the art of war, and possessing the confidence of the Government and the army of the North American provinces to the fullest extent. Clinton's capture of Charlestown and other minor victories proved him to have been an able soldier, but he could not execute impossibilities, and the suppression of the American Revolution was an impossibility.

He left America in 1782, and was succeeded by Sir Guy Carleton, whose task was little more than to deliver up New York to the Americans, and to withdraw the army to Canada.

In 1793 Sir Henry Clinton was appointed Governor of Limerick, he was M.P. for Newark, and Groom of the Chamber to the Duke of Gloucester. In 1795, he was made Governor of Gibraltar, and died the same year.

HENRY WELLESLEY, LORD COWLEY, *Ensign First Guards.*

753. Hoppner.

The Hon. Henry Wesley, fifth son of the First Earl of Mornington, was appointed an Ensign in the First Regiment of Foot Guards in 1791. His military career was, however, a very short one, for he quitted the regiment in 1794, and was appointed a precis writer in the Foreign Office. He then went to India as private secretary to his brother Lord Wellesley, and was made Commissioner for Mysore. On returning to England he was elected M.P. for Eyre, but again went to India as Envoy to Madras. After holding several other diplomatic appointments, he was made Ambassador to Spain, and held that office through part of the Peninsular War. His important services here were rewarded with the K.B. In 1828 he was raised to the peerage as Lord Cowley, and was Ambassador at Paris for many years. He died in 1847.

THE SALVORS OF PROPERTY ON THE ENGLISH COASTS.

There is no community, and perhaps no single individual, who may not derive advantage from the study of the opinions which other communities and individuals entertain of them. Each community and each individual is so accustomed to survey its own acts solely or chiefly from its own platform and under the light of its own interests, that it is unable to take so comprehensive and impartial a view of them as to test their true value. Hence would be the great advantage, as one of Nature's true poets has charmingly expressed it, of seeing ourselves as others see us.

Not indeed that it would be an advantage, either for communities

or individuals, to allow others to think for them; for our moral perceptions and mental powers were given us to use for ourselves, and as our philosopher, Mr. Mill, tells us, we are, perhaps, only too apt to "run in grooves" already. We have also to remember that those who criticise our individual or collective acts are often imperfectly acquainted with them, and are just as liable to study them too exclusively from *their* own platform, and under the light of *their* own interests, so far as the latter are affected by them; and, therefore, that it is only as a corrective, to be used as a chemical test is used, to detect an alloy or an adulteration, that the opinions of others claim our consideration. This is perhaps more especially the case as regards international criticism, seeing that besides conflicting interests, difference of country, of language, of habits, and often of religion, with necessarily limited personal intercourse, foster and maintain too many prejudices and antipathies to enable the people of one country to criticise impartially those of another.

We have been led to these remarks by the publication of a pamphlet in Paris entitled *The Wreckers (Naufrageurs) of the English Coast*, which has been recently brought to our notice, and the statements of which we think we may advantageously bring before the beachmen and hovellers and others who earn their livelihood by saving endangered property on our coasts; believing that, although they may not be brought to see themselves altogether as their French neighbours see them, and may be able to show that they are something very different and much better than they may seem to be when seen through foreign spectacles, yet that a little wholesome and candid self-examination will do them no harm.

The object of the pamphlet to which we have alluded, is to show that the coast boatmen of England are much more exorbitant in their demands for payment of any services rendered to foreign vessels in distress than French boatmen are, and to demand the interference of the British Legislature for the protection of foreign vessels jeopardized or cast away on our shores.

It commences with the following statement:—"For some years the salvage institutions of Great Britain have been frequently brought to the attention of the French public.

"Every one knows the immense services which they render to the shipwrecked, but there is a fact which is not generally known: it is, that by the side of the life-boats and their valiant crews there exists a fleet of boats manned by greedy mariners roaming incessantly in the neighbourhood of banks or shoals to spy out vessels and to save them, willingly or unwillingly, from a peril often imaginary, and to obtain exorbitant payments from the shipowners, by the aid of a legislation which puts the latter at their mercy."

"Their own countrymen call these men wreckers, and it is their true name. Formerly they waited on the coasts for the strays that the tempests threw there, now they go to seek them out at sea.

The evil has reached such a height that public opinion is stirred, and the English Government is assailed by complaints raised by their own countrymen, whilst French ship-owners themselves are often victims of extortion and violence."

Now, here is a serious charge brought against an important and useful class of our fellow-countrymen, and, as several cases of supposed exorbitant demands and payments are quoted in the pamphlet in proof of the above charge, and especially as the charge itself is accompanied by an acknowledgment of the valuable services rendered by men of the same class in saving lives, the accusation is deserving of candid and serious consideration.

The pamphlet referred to has, moreover, been brought to the notice of the National Life-boat Institution by the French Life-boat Society, "*Société Centrale de Sauvetage des Naufrages*," which has published it in their own periodical journal, thereby making it all the more incumbent on us to give it full attention.

To commence with the title: the word "wreckers" is not now applicable to any class of boatmen in this country, and is not in the English dictionary; its meaning would however, be in general understood to be "robbers or pillagers of wrecked property." In old times, indeed in times not so very old, the prevailing feeling, not only on our own coasts but on those of other civilized countries was, that wrecked property was a "windfall" or "god-send," the previous possessors of which had lost or forfeited ownership by the mere fact of wreck, and which thereby became the property of the finder, or of the owner of the land on which it was cast away, and even in those cases where the rightful owners were on the spot to claim their own, it was often lawlessly taken from them by force. However, the establishment of the Coastguard and improved legislation, with a more general civilization, have greatly remedied that state of things in our country, although we fear the old spirit still lingers here and there, and that, as in smuggling and poaching, it would again produce fruit if the strong arm of the law were withheld. We have not, however, now to do with those who deliberately pillage wrecked property, but with those who, according to the views of our French neighbours, and of many of our own ship-owners, are only too assiduous in saving it, "who roam incessantly in the neighbourhood of banks and shoals" with a view to do so, and then make exorbitant demands for services rendered, or even for pretended services.

The whole case is very fairly put in the pamphlet before us, and every allowance is made for the difference in the laws and customs of France and England on the subject, and for other distinctions; but still the charge remains, that the owners of French vessels are mercilessly defrauded by our coast boatmen, and, as we all know, nearly every master and owner of an English coasting-vessel that one meets brings the same charge against the boatmen in certain

well-known localities, at the head and front of which, perhaps, stands Great Yarmouth and the adjacent parts of the Norfolk and Suffolk coast.

In the quotation from the pamphlet above given it is brought forward, apparently as an aggravation of the offence of these men, that they no longer wait for "strays" of the sea to be cast on the shore, but proceed to sea in search of vessels, &c. In a later paragraph it is acknowledged that they provide themselves with costly boats for the express purpose, and that they perform valuable services with them; but still the implication remains, that they merely thus provide themselves with the best instruments for extortion, just as a burglar or a brigand provides himself with the most efficient weapon that he can obtain.

It would, however be as unjust to this class of men to assume such to be the case, as it would be absurd to suppose that they pursue their calling from motives of philanthropy; the truth being, that on those parts of the coast where the work of assisting distressed vessels is followed as a profession, it is simply undertaken as a means of obtaining a livelihood; and the men who undertake it, as distinguished from fishermen or pilots, are denominated beachmen, hovellers, or 'long-shore men.

In former times, when trade was comparatively little, the demand for such service was not sufficient to encourage men to engage in it as a permanent occupation; but as our present enormous trade has gradually developed itself, the demand has been naturally followed by the corresponding supply; whilst, for mutual convenience, and to enable them to procure efficient boats and machinery, the boatmen in these localities where wrecks most frequently occur, have banded themselves together in companies, working together and possessing a common fund.

In France, we believe, no corresponding class exists; that is to say, no class of men who obtain their livelihood exclusively by saving wrecked property and assisting vessels in distress, such services being casually performed by pilots and fishermen, and other classes of boatmen, as opportunities offer; the fact being, that neither is the amount of trade so great on the French coast, nor, fortunately, are the casualties so numerous as to be a sufficient inducement to the local boatmen to undertake the salvage of property as a profession.

There are then, in this country, two classes of salvors, the one casual, the other professional, which must be separately dealt with. We believe it is against the latter chiefly, if not exclusively, that the charge of exorbitancy, and even of violence, is brought. The former may, therefore, be classed with their French congeners, and we believe that, as a general rule, they would be content, and even think themselves fortunate in obtaining any reasonable remuneration for casual aid afforded to vessels needing their services.

What, then, are the causes of the exorbitancy and insatiableness

of the professional salvors? for there is no doubt whatever that their demands for remuneration are often altogether unreasonable.

The French writer naturally enough attributes it to avariciousness of character, fostered by an unwise legislation, and such may, to a great extent, be the case; but as the characters of all men are in a great degree formed, or at least modified, by the circumstances in which they are placed, it will be well to consider what other causes, if any, have contributed to produce this apparent defect.

1st. They, as a body, possess a monopoly; for, although they are often subdivided into different companies, and a keen competition exists amongst themselves, yet, as from the nature of the casualties to vessels there is ordinarily no time for delay to make bargains with rival parties, and as it is almost a universal rule with this class of men to give precedence to the party which first reaches the vessel needing assistance, a monopoly practically exists. These men have then the power, like all other monopolists, to make their own estimate of the value of their services, and are thus tempted to over-estimate them; or, to, conclude, in accordance with the doctrines of political economy, that the highest amount they can legally obtain is the legitimate market value of their aid.

2ndly. The majority of the vessels which they are called on to assist are the colliers and other craft in the coasting trade, the masters and owners of which are often very penurious, and the former of whom frequently, after urgently demanding assistance, are no sooner out of danger than they commence to depreciate the service rendered, and expect to pay for it at no higher a rate than they would for labour in the dock or on the wharfs. This treatment exasperates the men, who, in return, and knowing they will not get all they ask, acquire the habit of demanding much more than they expect to obtain, or would gladly receive. In this manner the two classes—owners and salvors—come to look at each other as naturally antagonistic and inimical, the one to the other; and, accordingly, it is very common to hear a ship-owner or master-mariner term the boatmen of certain localities pirates, robbers, and villains; whilst the boatmen, in return, speak of them as parsimonious, and mean, and as “grinders of the poor,” &c.

3rdly. Another reason is, that the avocation of a salvor is an uncertain one, the proceeds of a single service having to maintain the men and their families for many days or even weeks, especially in the summer months.

4thly. From the common tendency of a boy to follow the profession of his father, the sons of salvors, in too large numbers, take up the same occupation, and thus the profession becomes overstocked, and in bad times the men are reduced to poverty. They are also said to be an improvident class, and many of them in prosperous times are apt to drink more beer than is necessary to quench their thirst, instead of saving their money for periods when out of work. But this habit is, unhappily, only too common with the labouring classes in general in these islands.

In how far, then, is the legislature to blame for the presumed impositions on the owners of rescued vessels and property, as stated by the French writer? With reference to this question, it must be acknowledged that the legislature has a very important and difficult task to fulfil. On the one hand it has to prevent imposition on owners of ships and property, as far as practicable; and on the other, to take care that it does not drive a valuable class of men from our coasts, and thus, indirectly, cause the loss of a large number of human lives and of a vast amount of property.

Again, the difficulty is increased from the nature of the work, which is ordinarily performed at sea at a greater or less distance from the land, with no witnesses but the parties immediately concerned, viz., the salvors and the masters and crews of the vessels saved, either or both of whom may take a partial view of the case, looking at it in the light of their own interests only, and may even be ready to make false or exaggerated statements, thus making it very difficult for any adjudicators to decide impartially on the merits of the case.

Then the work performed is of such varied character, so many elements having to be taken into consideration, as to make it very difficult to judge correctly regarding its value; and accordingly the English law, as laid down in the Merchant Shipping Act of 1854, after pronouncing that all parties saving, or assisting to save, property, &c., shall be entitled to a reasonable compensation, states that such services depend so much on the attendant circumstances, that it is impossible to do more than lay down certain general principles for the guidance of adjudicators, the amount of indemnity to depend—

1. On the extent of the danger incurred by the vessel and crew assisted.
2. On the value of the property saved.
3. On the danger incurred by the salvors.
4. On the value of the vessel effecting the salvage, and the risk it incurred.
5. On the skill evinced by the salvors.
6. On the time occupied in the salvage, and the labour bestowed in accomplishing it.

Nothing can be fairer than such a scale of remuneration, yet much must still depend on the judgment and impartiality of the arbitrators in each case.

In France the arbitration in cases of salvage rests with the Tribunals of Commerce. In England the receivers under the Board of Trade are the adjudicators, if mutually accepted both by salvors and the owners of the property saved. Failing such mutual agreement, any two local magistrates have the power to arbitrate if the amount in dispute be under £200. Above that sum, the decision in disputed cases must rest with the Court of Admiralty,

with ultimate appeal, where demanded, to the Privy Council; and in cases below £200, the decision of the magistrates may be appealed against in the higher courts up to the Privy Council at the risk of the salvors and owners concerned.

It is open to question whether the local magistrates on our coasts are the most competent persons to arbitrate in such cases. They are oftentimes clergymen and country gentlemen unacquainted with maritime affairs, and perhaps, therefore, sometimes are too easily led by the opinions of others; and again, at some places, we have been told, they are themselves interested parties, holding shares in the steam-tugs or boats employed in salvage of property. We are inclined, therefore, to think that at least at all ports on our coasts there should be special Marine Boards, corresponding somewhat to the Tribunals of Commerce in France, appointed to decide in all disputed salvage claims, and that the expenses and delay occasioned by appeal to the Court of Admiralty should, as far as practicable, be reduced. On account, however, of the large number of persons in such places who own property in vessels and in salvage boats, it might sometimes be difficult under any arrangement to secure the services of persons with altogether "clean hands" to adjudicate.

The French pamphlet gives numerous quotations from our own Merchant Shipping Act, and quotes many cases of exorbitant demands, which we have not space to copy in extenso. It also contains many sensible and fair remarks, some of which we will copy.

Referring to the quoted instances of exorbitancy, it states—

"The facts just related reveal three kinds of abuses. Sometimes we see pilots claiming salvage dues when they have only fulfilled the duties of their profession, or Coast-guards speculating upon shipwrecks, when both are under administrative discipline. At other times they are salvors by profession, who, exaggerating the services rendered by them, claim an exorbitant indemnity. It appears, in short, that these same salvors, transforming themselves suddenly into veritable pirates, mount on the decks of vessels requiring no aid, and engage in a struggle with their crews, whom they overpower.

"We have spoken of salvors by profession. Some explanations on this subject may be useful.

"When a vessel is in distress, it suffices sometimes to have a reinforcement to the crew, an experienced pilot, or a steamer bringing a cable, or hawser, to save the ship and her cargo, independently of the crew.

"At some places the opportunities of rendering services of this nature are not very frequent. The salvage of property then becomes a thing somewhat exceptional, and partakes, like the saving of human lives, of the character of devotion and disinterestedness.

"In other places, on the contrary, there does not pass a week,
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especially in the bad season, without a number of mishaps more or less occurring. To be ready for such exigencies, there are required skilful and bold mariners, and an expensive material (boats and equipment, &c.) capable of conflicting with the tempest.

"That these men require payments equivalent to the dangers and fatigues they confront, and that the owners of such material, exposed to injury, should claim a high rate of reward for risk, assuredly nothing can be more just."

In France, the writer proceeds to say, "The indemnities granted being very moderate, owners and underwriters never oppose payment, but, on the contrary, are always disposed to recognize the services of the courageous men who save their property.

"In England things go on differently. Salvage is an occupation (industrie) of which the right is recognized by law.

"In the neighbourhood of the most dangerous passages, associations of boatmen are formed with the view of carrying help to ships in distress. Companies employing towing-vessels (steam-tugs) also interpose with the powerful means at their disposal.

"If we reflect that on the English coast occur each year, independently of vessels running aground, a minimum of 1,200 wrecks, which supposes a number, at least, double of vessels in danger, and that in 1865 alone, 1337 persons were saved by steam, and other vessels belonging to private individuals, it is easy to comprehend the extent to which maritime commerce is interested in the existence and prosperity of this calling, so long as it is exercised honestly."

After quoting various clauses of the English Merchant Shipping Act, the writer observes:—"The whole of these regulations reveal in the English legislature a double pre-occupation. On one part it wishes to shelter wrecks from the unjust claims of salvors, for which object it addresses most precise instructions to "receivers," as well as to Coastguard officers, to protect the former in all circumstances; and were not the facts which we have recited undeniable, it would assuredly be impossible to suppose the depredations committed in spite of such stringent directions.

"On the other hand, the clauses of The Merchant Shipping Act have in view, to create, by the desire of gain, an energetic stimulant to acts of salvage, and to encourage especially skilful salvors, knowing their trade.

"There is, then, as the basis of English legislation on this subject, a utilitarian object that we seek for in vain in our own; and we cannot equitably, without taking account of such divergence, establish a comparison between them."

After quoting an instance in illustration of French procedure in such cases, in which a pilot is awarded, by the "Tribunal of Commerce" of Cherbourg, 800 francs (32*l.*) for saving with his boat and crew, at the risk of their lives for two days, a vessel and cargo worth 20,000 francs (800*l.*), the former being one twenty-fifth part only of the latter, we find it stated:—

"In England, on the contrary, the indemnity sometimes exceeds the half of the value of ship and cargo, and one asks whether a rate of remuneration so high does not produce a very different result from the one in view. Whether, instead of procuring for vessels in distress help sought by themselves and really efficacious, there are not thus developed feelings of avidity which cause the help to be distrusted.

"It is notorious that vessels in danger prefer sometimes to risk being lost rather than put themselves in the hands of English salvors; and that, in any case, they only readily accept the services of the latter in the greatest extremity, when it has become more difficult, if not impossible, to avoid disaster.

"It appears that a more moderate remuneration would sufficiently encourage Salvage Acts, without taking from them the motives of devotion which ought always to inspire them, and which alone renders help completely efficacious."

After some comparison of the laws of France and England on the subject, and criticism of the latter, the pamphlet proceeds to remark on the bad working of the appeal to the High Court of Admiralty.

"If there be disagreement, the parties have the right to appeal to the Court of Admiralty. This is a faculty which opens the door to manœuvres practised openly on a vast scale, and almost always with success; thus,—if they have to do with a foreign captain, whom they suppose not to be able to provide a deposit, still less able to find in the port any one consenting to be his surety; the salvors do not hesitate to claim over 200*l.*, even when they make no concealment of the exaggeration of their claim. In this manner they reserve the power of carrying the case to the Admiralty Court, which entails on the master the seizure of his vessel, the interruption of his operations during several months, and the accumulation of enormous expenses. The salvors, it is true, are exposed to pay these expenses if their claim be found groundless; but the expenses are not always charged to the defeated party, and, besides, in several ports the salvors being organized in societies, whose common fund supports the expense in case the suit be lost, they are then not restrained by any fear on this head, whilst the master has all to fear, and generally resigns himself to making a compromise with his spoilers: it is the wiser course.

"We would add that it is equally the course for some time past adopted by French underwriters, in consequence of the considerable losses resulting to them by proceedings before the Court of Admiralty. In this respect the advice of the Committee of Underwriters of Paris is, that 'Even if the success of a suit in the Admiralty Court were certain, it would still be more prudent, and more economical to effect a compromise, at whatever cost, rather than to have recourse to that tribunal.'

"In France, the intervention of the Tribunals of Commerce, of

which the procedure is simple, prompt, and economical, would render impossible similar speculations to those now practised, if they were attempted.

"On this subject the Committee of Underwriters of Paris have lately issued, and circulated in large numbers the following notice:—

"We certify that it is of public notoriety in France, with all who are 'au courant' of matters of Navigation, that upon the English coasts the calling of salvage, or more correctly, of simple help rendered to vessels in peril, by boatmen, fishermen, pilots, and steamboats, is exercised upon oppressive conditions, which appear to us little worthy of a civilized nation, and of which we scarcely know the counterpart except among the 'wreckers' of the Archipelago of the Bahamas.

"Further, for some years the situation of affairs has rather ameliorated on the Bahamas than upon the English coasts.

"A work, published in Paris in 1863, by M. A. de Couray, one of our Committee, under the title of 'An International Reform of Maritime Rights,' thus expresses itself:—

"At some leagues from our shores, upon the English coasts, is the inverse abuse. The least service rendered to a vessel in danger gives rise to exorbitant pretensions and degenerates into exaction. The pilot transforms himself into a salvor for having simply fulfilled an act of his profession. Thus our captains dread, almost as much as the 'rocks, the uncontrollable auxiliaries who would impose themselves on them, and the calling of salvage approaches to piracy.

"We certify that, within our knowledge, there is nothing exaggerated in these accusations.

"The slow forms and enormous expenses of English procedure, during which the ship remains sequestered, are an additional evil.

"Those interested often resign themselves rather to undergo violence than to defend themselves. Thus, assistance in danger, which among mariners seems a duty of humanity and confraternity, results in spoliation and the pillage of property.

"We complain of this abuse, less in our own interest as insurers, as we are always able to apportion our rates to the degree of risk incurred, than in that of navigation itself, of morality, and of civilization. It is certain that salvage, as we see it practised on the English coast, is a remnant of barbarism. There is no doubt also that it is the smaller class of vessels doing the coasting-trade between France and England who are its principal victims. These little vessels very often are not insured, and we refuse to insure them precisely because we dread the English salvors. The poor mariners who man these vessels, and who have no other means of subsistence, after having carried to England, for its alimentation, our wheats and our fruits, return from it despoiled and ruined,

under pretext that in a moment of peril they have received the assistance of an English salvor.

"These violent proceedings, as regards property, contrast singularly with those regarding the persons of shipwrecked sailors.

"We know that there exist in England admirable Life-boat Institutions and other measures of protection for the lives of the wrecked.

"The *Société Centrale de Sauvetage*, founded in France under the presidency of Admiral Rigault de Genouilly, has only been formed in imitation of an English Association having the same object. But if the lives of the shipwrecked are efficiently protected in England by this generous Association, property remains without protection, and is given up to all the excesses of cupidity.

"In France—we say it with legitimate satisfaction—things are done in quite a different manner. Our pilots content themselves with their tariff. There is only a salvage right one-third value when a vessel is recovered that is abandoned by her crew. When it is a question of simple help, it is often given gratuitously, and for the sake of humanity. At the most, our Tribunals of Commerce, adjudging with very little cost, award moderate indemnity, which is usually proportionate to the benefit of the assistance received.

"We remark also, for its liberal spirit, the German Legislation, which distinguishes clearly the right to salvage from equitable remuneration earned by opportune help.

"We applaud, then, the efforts made in England herself to bring on a reform so desirable, and we ardently wish them success. A reciprocation of good procedure and effective assistance between mariners of the two nations is the necessary complement to the 'Treaty of Commerce,' and we know no question more worthy of the enlightened consideration of the British Government."

We entirely agree with the Paris Chamber of Commerce that this important question is deserving of the serious consideration of our Government, and, by all means, let the law be made more stringent, if need be, to prevent extortion and violence on the part of our professional salvors; but, on the other hand, let care be taken that in making it so, this class of men be not driven from their avocation to seek more profitable employment, in which case a vast amount of property, and very many lives would, to a certainty, be annually lost for want of timely aid.

It may seem hard to the shipowner, after already suffering great loss from damage to his vessel and her cargo, and from delay in her voyage, to have to pay a further large sum, perhaps a large proportion of the remaining value; yet it is better to suffer a partial than a total loss, and it would be as unreasonable as chimerical to expect that this class of men, *in following their vocation*, should be actuated by chivalrous motives, or, as the French underwriters' notice expresses it, as a "duty of humanity and confraternity," in transactions which they regard as purely *matters of business*; and

that they should proportion their demands for remuneration to the supposed ability of the shipowner to pay, or with reference to the duty of hospitality to strangers, rather than to the necessities of their wives and children at home. On the same principle, it might as well be expected of a tradesman to proportion the prices of his wares to the ability of his customers to pay for them.

Nevertheless, we believe that, rough and rude-mannered as some of these men may be, they not unfrequently do acts of generosity in this way in the cases of small vessels, owned by poor men, whose all is embarked in them.

We cannot therefore coincide with the Committee of Underwriters of Paris in considering that the avocation of salvors of property, like that of the life-boat service, should be undertaken as a duty of humanity rather than as a matter of business. We think it is expecting too much, and that the owners of foreign vessels trading with our ports must make up their minds that they will have to encounter certain dangers and difficulties which they must balance with their chances of profit. Amongst others they must calculate on having to navigate a dangerous coast with outlying banks and shoals and strong and irregular tides; and if want of skill, stress of weather, or other cause should get their vessels into difficulty, they may expect the offer of prompt assistance, which they may avail themselves of or not as they please, but which, if they accept, they must expect to pay for.

Referring to the charge of violence on the part of our professional salvors, any such acts should undoubtedly be punished in the severest manner; we believe, however, that they are quite exceptional and confined to a single locality on our eastern coast. They are very naturally bitterly complained of and resented by the masters of vessels who are the victims of them. As a set-off, however, to such unlawful acts on our side, although no excuse for them, we must in justice state that acts of violence on the part of French fishermen on our own N.E. coast, are of frequent occurrence, and have for many years past been bitterly complained of by our fishermen there. The French boats are larger than the English ones, and much more numerously manned, the latter having only 5 to 7 men on board each. The crews of the former are reported to wilfully run over and damage or destroy the nets of the latter, and even to drive them from the best fishing-ground, whilst the crews of the English boats, being weaker, are unable to resist them.

We fear that such lawless men exist in all countries, and that no monopoly of virtue, of forbearance, of self-denial, love of God and man, of honour, honesty, gentleness, goodness, truth, is possessed by any one country over others. The manners, customs, laws, and religion of countries differ one from another, but although national characteristics may be different, human nature remains the same in all, and the highest function of all Governments, as it should be their highest ambition, must ever be, by the administration of wise

laws so to shape and direct the great seething mass of human mind committed to their care, so to counteract and curtail its evil tendencies, and so to foster and encourage its good ones, that, as the retreating centuries pass, and time steadily advances to the great final destiny of our race, each community of men may steadily progress towards the good and the true, and that the happiness of the whole human family may be thus relatively promoted.

WATER-PROPELLERS AND A MODEL FLEET FOR ENGLAND.

The two most recent and prominent naval matters are the successful trial of the hydraulic propelled gun-vessel *Waterwitch*, and the new models of naval architecture exhibited at the Paris Exhibition, planned by Vice-Admiral Halsted, as the types of the future fleet of Great Britain. Both subjects present points of great interest in the scientific and national bearings of the questions involved. The might of England will ever be in her fleet, and everything that tends to add to its efficiency must be considered a national gain and a further guarantee of that proud security with which we are content among the nations.

Before describing the new propeller, it may be advisable to glance at the screw system for which it is designed to be substituted.

Screw-propellers for navigation, however variously they may be modified, derive their power of propelling by being placed on an axis which is more or less parallel to the keel, and by having threads or blades extending from the axis, which form segments of a helix or spiral, so that by causing the axis to revolve, the threads or blades worn their way through the water, much in the same way as a wood-screw worms itself out of a piece of wood—with the difference in the case of the screw-propeller, of its causing the water to recede. Screw propelling is not of recent invention; M. Duquet in 1727, and M. Pancton in 1768, both produced machinery of this kind, and other inventions have followed until a recent date.

The propelling power obtained from the water-wheel results from the force and volume of the column of water ejected by the wheel from the nozzle of discharge-pipes—exactly on the same principle that a gun recoils on being discharged—the hydraulic wheels' discharge being continuous, and thus maintaining the "recoil" of the vessel, whereas the discharge and recoil of the gun are intermittent. If the column of water is thus discharged towards the stern of the vessel the latter moves ahead; if towards the vessel's head she moves astern; and if the water is allowed to run from both the forward and after ends of the discharge pipe at the same time the

vessel remains stationary. If the water is discharged from the fore end of the pipe on one side of the ship, and from its after-end on the other side, the ship turns round on her centre. There is no "reversing the engines" or the hydraulic wheel under any circumstances. A valve in each discharge-pipe, worked by levers on deck by the officer of the watch, and independent of the engineer of the ship, directs the water from the wheel as may be required in propelling the ship ahead or astern, in turning her round, or in keeping her bow or stern on to an enemy's battery or ship.

The hydraulic propelled gun-vessel *Waterwitch* recently tried by the Admiralty is described as follows:—The bottom of the *Waterwitch* in all the central part of its length is without any external keel, and is flat as a pavement. In the fore part of this flat surface, in a space about twelve feet square, are 144 perforations twelve inches each in length, and cut laterally through the bottom plates of the vessel, the plate being bent inwards on each side of the cuts to a central depth of about three inches. Through these perforations the water on which the vessel is floating finds admission to an oblong iron box, fixed longitudinally and parallel with the vessel's keelson, closed when the vessel is not under steam by four sluice-valves, each having an opening of two feet and ten and a half inches, by one foot eleven and a half inches. With the vessel under steam these valves are open, and give further admission to the water on the water-tight cast iron casing, in which is fixed, on a vertical axis, the wheel or *turbine*. This wheel is fourteen feet and four inches in diameter at the bottom plate, and fourteen feet at the top. It has twelve blades, and these, with the top and bottom plates, are made of boiler-plate, about three-eighths of an inch thick, vertical at the periphery and with the lower edge gradually twisted from near the circumference towards the centre in the direction of its motion.

From the cast-iron casing which encloses the wheel, branch off laterally copper-pipes, which convey the water from the wheel, or centrifugal pump, as it might be not inaptly called, to the discharge pipes and ejection-nozzles on the outside of the ship. By this arrangement, therefore, the water which enters through the perforated bottom of the ship, passes by way of the sluice-valves into the wheel-casing, and thence, by action of the wheel, through the copper conducting pipes, and out into the sea again from the nozzles at the end of the discharge pipes on the outside of the ship. The wheel is driven by three cylinders round it at equi-distance, each of the connecting rods being coupled on the one crank; one eccentric gives motion to the slide valves for the three cylinders. The cylinders are each thirty-eight and a half inches in diameter, with a stroke of three feet six inches. By an original kind of arrangement, the piston-rod of the air pump is continued through the bottom of the feed-pump, which is fixed on the front of the condenser, and is attached to the hollow plunger of the latter pump,

the feed-pump thus forming a guide for the air pump-rod. In the design, as in everything connected with the machinery, efficiency of action has been the primary object sought for; the wheel or turbine of itself is a very marvel of work in metal. The entire work connected with the machinery has been executed with unusual care by the manufacturers, Messrs. John and W. Dudgeon, of the Sun Engineering Works, Milwall.

This vessel was tried with the double-screw gun vessels *Viper* and *Vixen*. The full power speed of the *Vixen* was 9.060 knots, of the *Viper*, 9.475 knots; and of the *Waterwitch*, 9.233 knots. If a mean be taken of the two first vessels—and it is necessary to do this to compare it with the *Waterwitch*—it will be found that the speed of the screw-propelled vessels is 9.267 knots, as against that of the hydraulic propelled of 9.233 knots. The difference is really trifling; and it must be admitted that to obtain such a comparative rate of speed by merely letting a large body of water inside a vessel and pumping it out again, is of itself a great fact. It is also certain that with some modifications in the machinery of the *Waterwitch*, in the form of the wheel, the method of driving the wheel, in a slight addition of boiler power or reduction of the wheel-blades, and more especially in the disposition and form of the discharge nozzles—a very much higher rate of speed could be obtained. At present, with the wheel only making forty-one revolutions as a *maximum*, the engines are “locked,” and the speed to be got out of them and the ship is lost. An increase of boiler power, or a reduction in the length of the wheel-blades, would remedy this defect. At half boiler power, the rate of the *Waterwitch* is low; but this seems to refer the cause to the form of the nozzle; she pumps her water with half power through the same aperture that she does at full power, and the water under these conditions cannot give to the ship half its former propelling power. Obviously, therefore, a power of contracting the nozzles according to the revolutions being made by the turbine, seems to be all that is requisite to secure the greatest possible power from the water-discharge.

Again, the time occupied by the *Waterwitch* in making circles was rather startling; but this was found to be owing to the position of the discharge-pipes being on the outside of the ship and parallel with the ship's length. Thus, if it were desired to turn the ship in narrow water on her centre—to starboard, for instance—the nozzle on the starboard side of the ship would discharge its water forward, and the one on the port side would discharge its water aft. There would thus be two columns of water rushing with immense force; on the starboard side pressing against the bow of the ship trying to twist round to port, and on the starboard quarter, that is, trying to follow round the circle. It has been suggested that indented discharge-ports in the ship's side, or some simple means of throwing out these two columns of water at a slight angle from the ship's side, would at once remedy this defect. The machinery of the

Waterwitch worked perfectly and almost noiselessly ; indeed, there has not been so much as a warm bearing from the time of its erection in the vessel's hold. Moreover—and the fact is noteworthy—no vibration whatever is felt on board the Waterwitch from the working of her water-engines. Such are the results of the trial of this new naval appliance, and there can be no doubt that its obvious advantages over the old methods of propulsion must secure for it the utmost development and application.

The grandeur of Vice-Admiral Halsted's plans in naval architecture commands attention ; their object is nothing less than to produce a whole system of war-ships in opposition to that existing ; and large sums of money have been invested in models before the reception of a single commission beforehand.

These models are displayed in the English Naval Shed at the Paris Exhibition, by Messrs. Napier, of Glasgow. The designs are by Mr. C. T. Henwood, from the plans of Vice-Admiral Halsted ; and they are said to have secured the approval of no less an authority than Captain Cowper Coles.

In accordance with the grandeur of the design, no less than eight different classes of ships are exhibited in models remarkable for their beauty and execution. There are three ships of the line, two frigates, two corvettes, and one ocean-despatch. The main principles of all these vessels are the same, the dimensions only differing ; even the guns to be carried are equal in calibre, though varying in number according to the size of the ship, which seems to us a very sound principle and a step in the right direction. If anything can tend to neutralize or check a preponderating number of guns on the side of the enemy, it will be the possession of guns, or even one gun, equal or superior to those which he can bring to bear upon us—a fact which offers the palm of victory to skilful manœuvring and superior tactics.

The length between perpendiculars in the ships varies from four hundred and fifty-five feet to three hundred and thirty-two feet six inches ; the tonnage (builder's measurement) from 10,764 tons to 3,648 tons ; the nominal horse-power from 1,300 to 800, and one ton of coal per nominal horse-power ; the complement of men, with provisions for three months, is to range from 850 to 300. They are to have a uniform estimated speed of 14 knots, except the ocean-despatch, which is to have 15 knots. The guns are to be Whitworth's 300-pounders, to be carried in turrets, the construction of the latter being very strong. The command of these guns above the water-line is, for ships of the line, nineteen feet ; for frigates, seventeen feet six inches ; for corvettes, fourteen feet six inches. This will enable a fire to be kept up in rough weather, and also expose an enemy's deck at close quarters.

The turrets revolve on the English principle, as distinct from the American ; the bed is a cylinder built on the main-deck and supported on pillars ; the rings of which it is formed are 9 in

thick, then once inch of teak, and then the patent backing. They are moved by the officers in charge, who lay them on the mark by machinery.

The turrets are not in a line above the keel, but arranged *en echelon*, so as to gain the greatest possible space visible to their fire. Tripod masts and a spar-deck above the tops of the turrets are added to the models, and it is intended to have ample room in the tops for rifle fire, or even for small guns if required. The whole of the main deck with its guns might be destroyed, and the spar-deck completely shot away, without interfering with the fire from the turrets, which are protected down to below the water-line.

Besides the 300-pounders, whose shot and shells are expensive, there will be an array of broadside guns of low calibre to engage wooden ships, or keep up a constant fire of shrapnel.

There is in these models a great improvement in the mode of hanging the rudder—namely, a double stern-post, a plan generally adopted by the French, and in many cases by ourselves. This extra strength afforded by the double stern-posts, protects the rudder from injury, when ships touch the bottom, as they sometimes do. The rudder post is very strong, and is further protected by a loose iron cylinder, which can revolve when struck.

All these ships are furnished with rudders on “the balance principle,” large in proportion to the length of the vessel, which will give them good steering powers.

The machinery is adapted to economize labour as much as possible, and the interior accommodation of the ships seems all that can be desired. Eight hundred troops can be carried besides the crew.

One main feature in these ships of this fleet of the future revives a controversy which had been supposed to be practically ended—we allude to the great length of the vessels. Following the example of the French and other nations, we have been shortening our war-ships very considerably, and the reasons for so doing have seemed both theoretically and practically correct. For, it is certain that, however obedient to her rudder a ship may be, increased length demands increased space to turn in, and causes increased difficulty of manœuvring for ramming purposes.

If there was one fact rendered more evident than others at the Battle of Lissa, as averred by the officers of the Austrian fleet, it is the impossibility of ramming with long ships unless by chance. Moreover, long fine lines are gained at the expense of buoyancy; and a shorter ship draws considerably less water when armed with the same number and calibre of guns provided, of course, the shortening consists in cutting off all that portion of the longer model which was unable to support itself in the water, according to Mr. Reed’s method. Finally, it is also certain that shorter ships cost much less, and are better calculated for the grand struggle when fleet meets fleet “in the tug of war.”

On the other hand it must be admitted that the only method of attaining high speed with ease of passage through the water is to make a vessel long and with fine lines. That superiority in speed will be of incalculable advantage in future battles is equally certain, and it may be wise to hesitate before deciding upon absolute shortness, even with its admitted advantages, as the qualification indispensable in war-ships.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

Undeterred by a senseless clamour, raised by an un-English clique who always sympathise with the criminal and not with the victim, the Government have very properly carried out the sentence of the law on three of the murderers of the unfortunate Manchester policeman, Charles Brett. The doctrine that the deliberate murder of an unarmed man is not murder at all, because its perpetrators choose to allege some political grievance with which the victim had no more to do than with the late West India hurricane, is one that English common sense firmly rejects, and ever will reject. On the same plea, the burglar, the swindler, and the pickpocket may all become "political offenders" by merely alleging that they were raising funds for the Irish Republic. The fact is, that "political offences" which involve anything beyond the bluster that our Radical luminaries are so fond of, according to our English law, are offences of greater and not less weight than any others; and if anything were wanting to show that this view must be carried out, it would be found in the conduct of the Clerkenwell "deputation" which forced its way into the Home Office, and whose members would have found themselves in the tight grip of insulted authority the next minute in any other country in the world.

We have not a word to say against any display of sympathy with the murderers, if shown purely and simply on religious grounds, as then, of course, it may exist quite independently of politics. But in the provision made, in one very prominent exhibition of this sympathy, for widows and orphans, it is at least remarkable that the family of the murdered policeman seem to have been quite forgotten.

We hope that it is not too late to remedy this, and thus remove the very painful impression that such an omission has created.

The Parliament has met for a short winter Session, its main business avowedly being to give a Legislative sanction to the Abyssinian Expedition. Yet a trifle more work was found for it on the second day of its meeting, and it has set busily to work to redress the wrongs of that very estimable body, the London costermongers, or, as they are now politely termed "street sellers." Whilst thus overflowing with benevolence, may we hope that the wrongs of a gentleman may be also thought of? If so, may we ask hon. members to turn to the recently published volume of Wellington Dispatches, where they will find something that bears upon the case of Mr. Ex-Governor Eyre, and is as completely to the point as if it had been written at the present day, instead of more than forty years ago. Most people have heard that there was a Sepoy mutiny at Barrackpore in 1824; but it is not so generally known that it was proposed in the Cabinet to censure, if not recall, Lord Amherst for his promptitude in dealing with the mutineers. On this occasion the Duke of Wellington addressed a memorandum to Lord Liverpool, dated October 10, 1825, which is printed in the volume in question, and is a thoroughly statesmanlike paper. We have room only for its concluding paragraph:—

"I entreat my colleagues, before they decide upon these questions, to consider well what would have been the consequences of any weakness or want of decision in the settlement of this question upon the spot, or in the punishment of those since tried by a court-martial of native officers, and condemned to work upon the roads for this crime. Let them recollect the impressions upon their own minds when they first heard of this mutiny, and I beg them, when the danger is over, not to judge too severely the conduct of those who got the better of it, probably by the promptitude and vigour of the very measures on which it is now attempted to cast blame."

"WELLINGTON."

Will any one venture to say that what is here stated is not precisely the case of Mr. Eyre? Do we not all recollect the impressions on our minds when we first heard of the butchery at the Court House? Did any one then pretend to doubt that a second St. Domingo was imminent? Did any one then think that the Governor of Jamaica could be too prompt in his measures, or that

any steps that he might see to be necessary could be wrong? No one suggested anything of the kind; but when these very measures had insured the safety of the island, the philanthropists of Exeter Hall had it all their own way. They, sitting in safety, had no feeling for the white men, women, and children who, under God, owed their lives to the promptitude of Mr. Eyre, and they made far more clamour over the hanging or whipping of a few black thieves than they would over anything else in the world, except it had been an attack on their own purses or persons. To the eternal disgrace of the then Ministry, they gave way before this dishonest agitation, and the result is but too well known. We end as we begun—when Parliament has satisfied the costermongers and the cabmen—will it do justice to Mr. Eyre?

Our readers will remember that, shortly after the close of the London International Exhibition of 1862, we gave a lengthened notice of the Naval Department, our remarks being based on a work then just published by Vice-Admiral Pâris, one of the jurors of the Exhibition. We are glad to see that the gallant admiral has now a similar task in hand with reference to the Paris Exhibition of the present year. His work is entitled "*L'Art Naval à l'Exposition Universelle de Paris en 1867*," and, with commendable dispatch, the first Part is already published. It may be had in London of Dulau and Co., Soho Square. The work we learn will form a thick 8vo. volume, with about 40 folio plates, and will give a detailed description "*des derniers perfectionnements et inventions maritimes*," and the price will be about 30s. Judging from the part that we have seen, we should say that it will be a perfectly exhaustive treatise on the Naval Art, taken in its widest sense, including the *vezata questio* of iron-clads and guns, turret-ships and shields, on which, after all our experiments, we are still in want of all the information we can get. Hence the critical remarks of so high an authority as Admiral Pâris must be most welcome to all who take an intelligent interest in the subject, and to them we wish to recommend his work.

The Paris Exhibition has now been closed a month, and there are, as yet, no very apparent signs of the "winter campaign" between France and Prussia, that we have been so often told is inevitable. Perhaps Messieurs "Our own Correspondents" have put it off for

a while, that they may be at home to describe the Christmas pantomimes. In the meanwhile, they have employed themselves in writing an intolerable deal of nonsense about the miscarriage of the Garibaldian attempt on Rome. Facts, it is allowed, are stubborn things, and it is also true that when they are disagreeable also, no small amount of pains is often taken to explain them away, if possible. It is quite contrary to the Liberal idea that any one can prefer the paternal government of the Pope to the bran-new representative institutions of the Kingdom of Italy, called into existence by the fiat of the Emperor of the French, and manifestly existing merely by the same high will and pleasure; but it is doubly hard to find that such an antiquated despotism has soldiers from whose front even the renowned Garibaldi finds it advisable to retire. The coldness that the Roman peasantry shewed to their uninvited "Liberators" is reasonably enough passed over, as it would have been disregarded if the inroad had succeeded, when they would have been made "free," whether they liked it or not; but the fighting qualities of the Papalini cannot be allowed at any price. Hence the remarkable accounts that are given of the battle of Mentana, which though meant to glorify the Garibaldini, are so absurdly contradictory, that they produce quite the contrary effect. Of course the Garibaldini, we are assured, were outnumbered, four to one; but as we know, from official records, that the assailants were less than 3,000 all told, it is hard to understand where the 1,700 prisoners now in Rome came from, saying nothing of the 900 who are allowed to have escaped behind the Italian lines, or of the 600 left dead on the field.

The fact is, the Garibaldini were much the strongest, and, as David Gam said at Agincourt, "there were plenty to fight, plenty to be taken, and plenty to run away." The Papal troops claimed the post of honour, and French Generals are not in the habit of conceding this unless they feel well assured of the fighting qualities of those who ask it; but General de Failly did concede this, and only moved up his own battalions in support, when the battle was virtually decided. The introduction of the Chassepot rifles can only be regarded in the same light as a charge of cavalry, which does not alone gain a battle, though it may render a victory more decisive. Such, we believe, will be found to have been the extent of the share of the French in the battle of Mentana. "The heat and burden of the day" had been manfully borne by the Pa-

palini, and to ascribe the victory to the French alone is merely to reproduce the old fable about the Prussians at Waterloo. But "Our own Correspondents" care nothing for such a trifle as that; not that they love the French, but because they had laid it down that the Papal Zouaves, &c., had no fight in them, and they will not own to their mistake. "And so History is written."

The West India Islands are unfortunately but too well known as the frequent scene of

———— "wild tornadoes,

Strewing all the sea with wrecks ;"

but few have been so terrible as that which visited St. Thomas and the neighbouring isles on the 29th of October last. We have, as yet, but very imperfect information, but at least 100 vessels seem to have been destroyed, and 600 people drowned. The damage on land would appear not to have been very considerable, at least, as far as loss of life is concerned, but the destruction of property has been immense, and the inhabitants of the Virgin Islands, by the sweeping away of their crops and their stores, are exposed to the horrors of absolute famine. We are glad to see how energetically Captain Vesey, R.N.; the senior officer on the station, has set about relieving the distress by every means in his power; but we read one sentence of his letter to the Admiralty with apprehension. He says, "I shall visit every place myself where I can, and punish wreckers and plunderers without ceremony." What? does he not think of the vengeance of Exeter Hall, and will he venture to interfere with anything that his "black brothers" may please to do? Mr. Eyre has found to his cost what it is to attempt to prevent wholesale robbery and murder, and Captain Vesey had better take warning, and learn that honesty and good intentions are no safeguard against the assaults of the "malignant philanthropists."

We are glad to see that active measures are being taken in England to afford all possible succour to the destitute islanders, and indeed, the occasion is one that, it would seem, could call forth no other feeling but that of active sympathy. However, we have to own that we find ourselves mistaken. Some miscreants spread a report that "the island of Tortola had been submerged, and all its population, numbering 10,000, had perished." The fact that this was the "exclusive information" of the "New York Herald" ought

to have prevented the story receiving one moment's belief; beside which, it was difficult to understand how 10,000 people could have perished out of a population of 7,000, and it was also exceedingly unlikely that an island which has a mountain peak of 1,600 feet, could be submerged without an earthquake, and this the "exclusive information" said nothing about. The arrival of the West India mail has happily shewn that the whole story is a vile invention, worthy of the despicable print that some years ago treated its readers to half-hourly reports of the "washing away of the Falls of Niagara,"—and, of course, for the same purpose—to "sell the paper!"

It is with unfeigned pleasure that we print the following telegraphic message, which gives fair reason for hoping that the adventurous Dr. Livingstone may again be seen among us :—

"COLONEL STANTON, HER MAJESTY'S AGENT AND CONSUL-GENERAL IN EGYPT, TO LORD STANLEY. DATED CAIRO, NOV. 20, 1867, RECEIVED NOV. 21, 1867.

"Message has reached this agency from her Majesty's Consul at Zanzibar, dated the 28th September, to the following effect :—

"Reliable information has reached this of Dr. Livingstone having been seven months ago at Marunga, on his voyage towards the north-east, passing to the west of Lake Tanganyika.

"Mr. Churchill was about to proceed to the coast to obtain further information."

A letter from Dr. Kirk, at Zanzibar, to Sir Roderick Murchison, was read by the latter at the meeting of the Royal Geographical Society, on the 25th of last month. Its details added very little to the brief statement in the above telegram, but, on the whole, the view that there was still ground for hope appeared to be somewhat strengthened.

In connexion with this subject, the following letter from Mr. J. S. Moffat, Dr. Livingstone's brother-in-law, will be read with interest, though written some time ago. Its hopeful anticipations seem likely to be realised.

"Claremont, Sept. 17, 1867.

"Sirs,—People are incessantly asking me whether I have not given up all hope respecting Dr. Livingstone. There appears to me no necessity for us to make up our minds on the subject at present. I put off writing to you until we should hear once more from England, and as no further intelligence about Dr. Livingstone

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has been received, I shall say once for all what appears to me to be the state of the case.

"All the evidence to the effect that Dr. Livingstone was murdered by the Mazite comes through one channel, namely, the Johanna men, with Moussa at their head. Two or three different accounts have been given by these men, and no one account is reconcilable with the others. I will not occupy space or time by going into details, but anyone may satisfy himself on this point.

"Reports have been received through other channels, not corroborating but absolutely contradicting the account given by the Johanna men. Arab traders have come from the immediate vicinity of the spot where the murder is alleged to have occurred, and yet have not heard of an event which could not have failed to cause a good deal of excitement through an extended region. A message had been sent to the Sultan of Zanzibar by a chief inland that Livingstone had passed his territories alive and well at a point beyond the scene of the supposed murder.

"What has become of the Africans who were with Livingstone? He started from the coast with three sorts of people. The Sepoys soon came back, unable to bear the hardships of the climate and journey. The Johanna men came back with the story which has made so much noise in the world; but where are the negroes, of whom there were nine or ten, who had been sent with Livingstone, and the Sepoys from Bombay? It is not said that they were killed. What has become of them?

"Great stress is laid upon Dr. Kirk's opinion. Granted. No man is better qualified to judge. But has he made up his mind? He wrote at the first blush of the affair, and said he feared it was true. A month later he wrote and said it was not well to go spreading reports and putting things in the papers. We had better wait for more evidence. I am not aware that he has expressed himself very decidedly since then.

"The continued silence of Dr. Livingstone is said to look bad. How long has he been silent? Not much more than twelve months. He was silent longer than that when he crossed the continent further south at a narrower place. I myself have been twelve months without communication with the civilised world, though I have never been in such secluded regions as those to which Livingstone was directing his course when the Johanna men say he was killed. If Livingstone is off the caravan routes which lead to the coast near Zanzibar, he is not likely to find anyone to carry his letters. If, as I think quite possible, the negroes are still with him, having got so far, he would not be likely to return, but would continue his journey, and I should not be in the least surprised if he turned up in some most unexpected quarter.

"Probably the Johanna men, like their neighbours on the continent, can tell most circumstantial lies. My father has been killed

and buried, too, before now, with all the necessary formalities; and so have I on a smaller scale.

"My own belief is that when the Johanna men found that Livingstone was going into a region too remote for their taste, they did what many servants, black and white, have done before them—took to their heels some fine night when the explorer was asleep, and made the best of their way back to Zanzibar.—I am, &c.,

"JOHN SMITH MOFFAT."

CRITICAL NOTICES.

THE LIFE AND CORRESPONDENCE OF THOMAS SLINGSBY DUNCOMBE, late M.P. for Finsbury. Edited by his son, Thomas H. Duncombe. 2 vols.

The life of a man who was at once an aristocrat of the first water, a patron of the turf and the drama, a leader of fashion, and yet a Radical of Radicals, and the patron of every distinguished or undistinguished individual who either had a grievance, or who chose to quarrel with the Powers that be, in any part of the world, may well be supposed to have much about it that must be worth telling; and when, as is here the case, it is told with tact and spirit, and plentifully intermixed with anecdotes, it furnishes one of the most interesting books of the season. The history of the various Whig Administrations, from Earl Grey's in 1830, to the return of Sir Robert Peel to power in 1841, receives plentiful illustration from these volumes, and those who are inclined for another sort of reading, will find the notabilities of fashion and the green-room sketched to the life, from Lady Blessington and Count D'Orsay, to Mercandotti and Vestris; so that there is information and amusement combined for all.

Mr. Duncombe commenced his career in the Coldstream Guards, and in 1813-14 he had a few months of active service in Holland and the Netherlands; but he was not at Waterloo, and in 1819 he left the Service. The spirit of self-reliance is shewn all through Mr. Duncombe's life. Not at all disheartened by two unsuccessful, though expensive contests, he made a third trial, and was returned for Hertford, having, as his biographer candidly confesses, "bribed handsomely." This being in "the bad old Tory days," (1826), was considered all fair; but his family and friends were rather astonished when they found him advocating Liberal views on all occasions. Even the Liberals could hardly believe that a young fellow who was the cousin of a Lord and the grandson of a Bishop, who took part in all the riot of the turf and the gaming-table, who dressed so well, and was the heir of thousands of acres in Yorkshire, could really be a Radical. But they found that it was so, and he soon gained among them the name of "Honest Tom Duncombe," which he never forfeited.

One of Mr. Duncombe's earliest and most valued friends was the Earl of Durham, and he made a voyage to America purposely to see how the great experiment of conciliating the Canadians was proceeding. He and the Earl returned to England together, and he spoke manfully in defence of the latter when assailed in Parliament. But the event in his political career that attracted most notice both at home and abroad was his attack on Sir James Graham on the subject of the Post Office tampering with letters, in which he was supported by many whose names were never before found in the same division-list with his. His Chartist speeches met with no such favour, and he withdrew from the

agitation when physical force threatened to be in the ascendant. A warning placard that he had pasted on the walls of London just prior to the Kennington Common meeting of 1848 is creditable alike to his good sense and good feeling.

From the time that he entered Parliament until the period of his death Mr. Duncombe took such an active part in politics and had so many acquaintances and correspondents of every grade in society that the story of his life is also a record of most of the memorable persons and events of the period. To mention even a tithe of these would be altogether beyond our limits, but we may say that something is to be found in the book about almost all the heroes of Captain Gronow's "Reminiscences," as well as about heaps of celebrities that have arisen since his time. Among these we find the present Emperor of the French and the Duke of Brunswick, and some very curious details are given of how the escape of the former from the fortress of Ham was effected. Mr. Duncombe indeed seems to have been a kind of advocate-general of foreigners in distress, and he worked as earnestly to relieve the ex-ministers of Charles X. as he did men whose liberal opinions might reasonably be supposed to recommend them. Many of these Liberals, however, were truly *mauvais sujets*—"expatriated political schemers, who sought to make him their dupe and their tool," says his biographer; but he would be neither, and so got rid of them, to his great satisfaction. Mazzini and Kossuth made unsparing demands on him, and his efforts to serve them appear to have been not very warmly acknowledged. It is amusing to us, though it could not have been so to him to see these men setting up to instruct him as to the questions that he should ask in the House of Commons, as if they were better acquainted with Parliamentary usages than he was; and Radical deputations from Sheffield be-pestered him in the same way, till he showed his teeth, when they went off grumbling, doubting his genuine "Liberalism;" but his own constituents of Finsbury never doubted him, and always kept him at the head of the poll. He fairly wore himself out in their service, and though for many of his latter years he suffered severely in health, he always managed to be present at every important division and literally died in harness, surviving the close of the Session of 1861 only a few months. The "tribune of the people" deserved to have his life written, and his son has done it well.

GUILD COURT. By George MacDonald, M.A., Author of "Alec Forbes of Howglen," "David Elginbrod," &c. 3 vols.

We shall best express our favourable opinion of this work by saying that it might have proceeded from the pen of Mr. Dickens, and if so, it would certainly have been not the least popular of his productions. It is a tale, much of the interest of which depends on the will of a city merchant, one Mr. Boxall, whose property, by a strange fatality, passes from his family to a stranger, but is recovered for the heroine by the exertions of the hero. How this is brought about, of course we leave the reader to learn from the book itself, which will, we are sure, be perused with equal pleasure and profit from beginning to end. The great charm of the work is its naturalness, and its taking its character from classes that all are acquainted with; people neither superlatively good, nor supernaturally bad. None of these characters rise above the rank of middle-class respectability, lawyers and merchants, with houses at Hackney and Highbury, and offices in some dingy City lane, except one Jewish millionaire, whose wealth and liberality make him an invaluable friend to the heroine, Lucy Boxall, the merchant's niece. But the most piquante and attractive characters are quite at the other end of the social scale, and in the depicting of them it is that we see

the strong resemblance to our great novelist that we have already noticed. Kitely, the hard-headed, but right-meaning infidel bookseller, poor Spelt, the pious tailor, and still more, Mattie and Poppie, their respective daughters, are really marvels of delineation; the two girls are as strange little creatures as novelist ever took in hand, and they are drawn with such loving touches as show that they are the pet creations of the Author, as they assuredly will be of his readers. Of the plot, a very brief outline must suffice. Mr. Warboise and Mr. Boxall, the one a lawyer, the other a merchant, are old friends, which leads to young Tom Warboise being placed in Mr. Boxall's counting-house. The youth has a stern father, and a "rigidly righteous" mother, who completely spoil him between them. He appears at first as the "good boy," and Sunday-school teacher; but he soon shows that he has no liking for business, and instead, he manages to fall in love with Lucy Boxall, though the "family arrangement" is, that he should marry Boxall, the merchant's daughter. Lucy, who is an orphan, lives with her grandmother, in the house of business in Guild Court, something more than a servant, but hardly recognised as a relative. Tom, who is a weak, unprincipled fellow, is afraid to avow his engagement to Lucy, and trifles so shamefully with the affections of her cousin Mary, that she falls into a decline; and when making a voyage for the recovery of her health, she and all her family perish by shipwreck, and the Boxall property passes to Mr. Warboise. Tom, in the meantime, has fallen into bad company, and at last he tampers with the cash-box, to get at his over-due salary, to recover his losses at the gaming-table. When he comes to his senses, he is horrified at what he has done, and in fleeing from justice he has the good fortune to save a child from drowning; this is the turning point in his career. The act procures him some humble, but honest-hearted friends, who get him off to sea, and the hardships he there endures, give a new direction to his thoughts, and eventually "make a man of him." Nothing can be better told than this. At length he returns, and by the advice of an excellent clergyman, Mr. Fuller, he sets to work to make all the amends in his power for his former idle and vicious course; and being received with open arms by the patient and much-enduring Lucy, he devotes his life to repay her trust in him when everybody else had cast him off. By his exertions, a flaw is discovered in the will, and the "poor relations" obtain their own, though not without being considerably indebted to Mr. Sergeant, another admirer of Lucy, but who, of course, has no chance against the reformed Tom Warboise. His highly respectable father gives up the Boxall property with quite as good a grace as can be expected, which, considering that it soon passes by marriage to his son, is not so very great a sacrifice after all.

A NEW SYSTEM OF INFANTRY TACTICS. By Colonel Lumley Graham, Major, 18th Royal Irish.

The Field Exercise Book lately issued by the Authorities makes many innovations, and most of them Colonel Graham regards as changes in the right direction. He thinks, however, that the changes do not go far enough, and he offers the present small volume as containing several much-needed improvements. Some of them, he acknowledges, are derived from Colonel Warden, including "a clear and practical system of light infantry drill," but others he claims as his own. The suggested alterations in the authorized book are very numerous, and if adopted would certainly put a new face on affairs, the ends aimed at being, "the almost total abolition of mere parade movements, and simplification of drill;" the latter is certainly very desirable, if only practicable, but the former involves a question on which a good deal may be said on either

side. The book can only commend itself to those who take a lively interest in military matters, and we recommend such to master its contents, and judge for themselves on its merits.

OBITUARY.

Captain Edward Evans Gray, R.N., died at Shaldon, Teignmouth, on the 15th October. He passed his examination in 1821; and obtained his first commission Nov. 13, 1827. He was afterwards appointed, Sept. 19, 1834, and April 25, 1837, as First, to the Raleigh and Ringdove, sloops, on the East India and North America and West India stations; and Jan. 13, 1842, and Dec. 8, 1845, to the successive command of the Bonetta, and Viper, brigantines, employed off the coast of America, and in North America and the West Indies. He left the last-mentioned vessel on attaining the rank of Commander, Nov. 9, 1846. His Captain's commission dates Aug., 1860.

Commander Robert Justice, R.N., died on the 20th Oct., at Queen's Square, Bath. This officer entered the Royal Naval College Aug. 8, 1808, and embarked Aug. 9, 1811, as Midshipman on board the Elephant, 74. After serving for two years and four months in that ship, on the North Sea and Baltic stations, he successively joined the President and Mæander, frigates, and served off the Coast of Ireland and Portugal and in the East Indies, until Jan. 1816. Having passed his examination in the previous Oct., he was shortly afterwards appointed Mate of the Minden, 74, in which ship, subsequently to the battle of Algiers, he proceeded to India, where he officiated as signal officer to Sir Richard King until May, 1820. He then returned to England with a broken constitution, as Acting Lieutenant, in the Seringapatam, 46, and, on his arrival home in the following October, found that for his conduct at Algiers he had been promoted, four years previously, to the rank of Lieutenant, although his commission, bearing date Sept. 16, 1816, had not, in consequence of some mistake, been forwarded to him. His Commander's commission is dated July 1, 1864.

Captain Charles Russell Colt, formerly of the 3rd Light Dragoons and 56th Foot, died on Aug. 11, at Nelson, New Zealand.

Captain Henry Thomas Stanes Davis, of the Royal Marine Light Infantry, died on Oct. 18, at Tarrant Hinton, Dorset, Age 30. He entered the service, April, 1855, became Lieut., March, 1858; and Capt., Aug., 1867.

Commander the Hon. Frederick O'Brien Fitz-Maurice, R.N., third son of the Earl and Countess of Orkney, died on the 26th Oct., at Bangor, whilst in command of the Coastguard station there.

Paymaster-in-chief David James Simpson, C.B., died at Bideforth, North Devon, on the 20th Sept., in the 71st year of his age.

Major-General Robert Stewart, of the Bengal Infantry, died on Oct. 30, at 9 Drummond Place, Edinburgh.

Major Charles Kerr Macdonald, late of the 42nd Foot, died Oct. 17, at Alexandria.

Commander William Richmond Ashby died on the 7th Nov., at 7 Blenheim Crescent, Notting Hill, in his 75th year. He entered the Navy, April 13,

1808, as 1st-class Volunteer on board the *Invincible*, 74, and was for some time employed in a gunboat at the defence of Cadiz. After a further attachment of 21 months to the *Hotspur*, 36, on the South American station, he was promoted to the rank of Lieutenant, by commission dated Feb. 18, 1815. He obtained an appointment in the *Caost* Blockade, as supernumerary lieutenant of the *Hyperion*, 42, Capt. W. J. Mingaye, Sept. 27, 1828; and from March 24, 1831, until advanced to his present rank, Jan. 1, 1857, was employed in the Coastguard service. His Commander's commission is dated Jan. 1, 1857.

Commander Stephen Ross Watts, R.N. died on Oct. 22, at 16 Torrington Place, Plymouth, in his 68th year. He entered the Navy, May 11, 1810, as Midshipman, on board the *Victory*, 100, stationed in the Baltic; and was next, from Dec. 1812, until July 1816, employed in the Channel and Mediterranean in the *Ville de Paris*, 110, *Boyne*, 98, and *Leviathan*, 74. He served afterwards on the *North American*, *Home*, *St. Helena*, *Brazilian*, and *West India* stations. Having passed his examination, June 1, 1819, he was nominated, Jan. 1828, Acting Lieutenant of the *Ferret*, 10. That vessel, to which he was confirmed March 29 following, he left in Nov. of the same year. He was lastly, from July 15, until Dec. 1835, and from May 1, 1836, until May, 1839, employed in the *North Sea* and at Plymouth in the *Fairy*, 10, and *Royal Adelaide*, 104, flag-ship of Lord Amelius Beauclerk. His Commander's commission is dated Oct. 1, 1860.

Major Henry George Walker, late of the 29th Foot, died on Nov. 3, at Larchmoor, Stoke, Slough. He served with the 29th Regiment in the campaign on the Sutlej, including the battles of Ferozeshah and Sohraon—wounded (medal and clasp). At Ferozeshah he was acting aide-de-camp to the Governor General, and had a horse shot under him.

Captain Charles Tempest Sheringham, of the 16th Foot, died on Oct. 8, at Barbadoes, aged 27. He entered the service, March, 1858; became Lieut., Oct. 1859; and Capt., May, 1866.

Paymaster William O. Bignell, 1863, died on board H.M.S. *Rinaldo*, at Amoy, on the 8th Sept.

Captain Henry Neville Cotton Thueston, late of the 7th Foot, and 13th Light Infantry, died on Oct. 17, at Awebridge, near Rousey, Hants, aged 38.

Captain Robert Cosens-Weir, of the 1st Foot, died on Sept. 3, at Nusseerabad, aged 27. He entered the service February, 1858; became Lieut., Nov., 1860; and Capt., August, 1866.

Major George Cardine Shaw, on retired full pay, 63rd Foot, and late of the 14th Dragoons, died on Nov. 8, at Somersfield Terrace, Maidstone. He entered the service, May, 1811, became Lieut., Dec., 1813; Capt. May, 1839; and Major, 1854. He served at the siege and capture of Hattrass, and throughout the Mahratta campaigns of 1817 and 1818. Also at the siege and capture of the forts of Puncella and Powughur, in the Southern Mahratta country in 1844-5.

Lieutenant Conway Richard Reeves, of the Royal Artillery, died on Oct. 24, at Shoeburyne. He entered the service, Dec., 1846.

Captain Carey James de Lacy, of the Bombay Staff Corps, died on October 17, on board the *Rangton*, aged 33. He entered the service, Jan. 1854, became Lieut., Oct., 1855; and Capt., Jan., 1866.

STATIONS OF THE ROYAL NAVY IN COMMISSION.

*(Corrected to November 26.)**With the Dates of Commission of the officers in Command.*

- Aboukir, 86, sc., Comdre. Sir F. L. McClintock, 1854, Jamaica
- Achilles, 26, sc., Capt. E. W. Vansittart, 1856, Portland
- Acorn, Hosp Ship, Mast-com. D. H. Speer, 1856, Shanghai
- Active, 20, Training Ship, for Naval Reserve, Com. G. G. Duff, 1864, Sunderland
- Adder, st. ves., Second Master W. Blakey, (acting) Chatham
- Adventure, 2, sc. troop ship, Capt. H. D. Hickley, 1864, China
- Advice, st. ves., Second Mast-com. M. Raymond, 1849, Queenstown
- Alberta, 1, pad., Staff-com. Welch, 1863, Portsmouth
- Alert, 17, sc. Com. H. H. Knocker, 1863, ordered home
- Algerine, 3, Lieut.-com. Domville, 1862, China
- Antelope, 3, Lieut.-com. J. Buchanan, 1859, West Coast of Africa
- Arethusa, 35, sc. Captain R. Coote, 1854, Mediterranean
- Argus, 6, Com. F. W. Hallowes, 1865, China
- Asia, Capt. W. C. Chamberlain, Flag of Rear-Adl. Wellesley, C.B., 1853, Guard Ship of Reserve, Portsmouth
- Assurance, 4, sc. Com. J. B. Scott, 1861, W. Coast of Africa
- Aurora, 35, sc. Capt. A. F. R. de Horsey, 1857, North America and West Indies
- Banterer, 2 sc., Lieut.-com. Pringle, China
- Barracouta, 6, Commander George D. Bevan, 1861, North America and West Indies
- Basilisk, 6, Capt. W. N. W. Hewett, V.C., 1862, China
- Bellerophon, 14, Capt. Macdonald 1854, Portsmouth
- Black Eagle, 2, pad., Staff-commander Whillier, 1863, Special Service
- Boscawen, 20, Com. Macleod B. Cock-craft, 1855, Training Ship, Southampton
- Brilliant, 16, Com. J. E. Bickford, 1860, Naval Reserve Drill Ship, Dundee,
- Brisk, 16, Capt. W. C. Hope, 1861, Australia
- Bristol 39, Commodore G. T. P. Hornby, Capt. Levenson E. Somerset, 1862, West Coast of Africa
- Britannia, 8, Cadet Training Ship, Capt. J. Corbett, 1857, Dartmouth
- Britomart, Lieut.-Com. A. H. Allington, 1859, North America and West Indies
- Cadmus, 21, sc., Capt. A. Gordon, 1858, North America and West Indies
- Caledonia, 31, Capt. Gardner, Flag of Vice Adl. Lord Clarence Paget, Mediterranean
- Cambridge, gunnery ship, Capt. Hon F. A. C. Foley, 1860, Devonport
- Cameleon, 17, sc., Com. W. H. Annesley, Pacific
- Canopus, Naval Barrack, Captain G. Napier, 1856, Devonport
- Caradoc, pad., 2, Lieut.-com. J. M. D. Elphinstone, 1859, Mediterranean
- Castor, 22, Commander E. C. Symons, Naval Reserve Drill Ship, North Shields
- Challenger, 22, Capt. R. Lambert, C.B. 1855, Australia
- Chanticleer, 17, sc. Com. W. Bridges, Pacific
- Charybdis, 17, sc., Capt. A. M. L. Lyons, 1862, Australia
- Cherub, 3, Lieutenant-com. Spencer R. Huntley, 1860, Lakes of Canada
- Clio, 22, sc., Capt. N. E. B. Turnour 1859, Pacific
- Cockatrice, 2, sc., Com. A. D. Bogle, 1865, Danube
- Cockchafer, 2, sc., gunboat, Lient com. Howard Kerr, 1857, China
- Columbine, 4, sc., Com. I. W. Erskine 1862, ordered home
- Cormorant, 4, sc. Com. G. D. Broad, 1860, China
- Cordelia, 11, sc., Com. C. Parry, 1861, North America and West Indies
- Constance, 39, sc., Capt. E. K. Barnard, N. America and West Indies
- Crocodile, 2, Capt. G. W. Watson, 1864, troop service.
- Cruiser, 5, Com. M. Singer, 1862, Mediterranean

- Cumberland, 24, Captain Hon. A. A. Cochrane, C.B., 1854, receiving ship Sheerness
- Dædalus, 16, Com. J. T. M. Nicholl, 1860, Naval Reserve Drill ship, Bristol
- Daphne, 4, Com. G. L. Sullivan, 1862, East Indies
- Dart, 5, Com. M. Lowther, 1859, West Coast of Africa
- Dasher, 2, st. ves., Com. J. H. Bushnell, 1861, Channel Islands
- Dauntless, 31, sc. Capt. E. P. Von Donop, 1855, Coast Guard, River Humber
- Dec, 1, st. Store Ship. Mast. com. G. Raymond, 1858, Channel service
- Delight, 2, Lieut.-com. Laicom, 1863, West Indies.
- Donegal, 81, sc., Capt. E. W. Turnour, 1854, Liverpool
- Doris, 25, sc., Capt. Charles Vesey, 1860, North America and West Indies
- Doterel, 2, sc. gunboat, Lieutenant-com. G. W. Scott, S. E. Coast of America
- Drake, 2, Lieutenant-com. Hunt, 1860, China
- Dromedary, sc. store ship, Mast.-com. Allard, 1851, West Coast of Africa
- Dryad, 4, Com. H. B. Fellows, 1862, Devonport
- Duke of Wellington, 49, Barrack Ship Capt. G. Hancock 1859, Portsmouth
- Duncan, 81, sc., Capt. C. Fellowes, C.B., 1853, Channel Squadron
- Eagle, 50, Com. W. E. Fisher, 1856, Naval Reserve Drill Ship, Liverpl.
- Egmont, receiving ship, Capt. H. F. W. Ingram, 1863, Rio de Janeiro
- Elfin, pad., Mast.-com. A. Balliston, 1853, Portsmouth
- Enchantress, 1, st. Admiralty Yacht, Staff-com. J. S. Petley, 1863, particular service
- Endymion, 21, sc., Capt. Wake, Mediterranean
- Enterprise, 4, sc. Com. G. S. Bosanquet 1863, Mediterranean
- Espoir, 5, sc., Com. M. L. S. Peile, 1862, West Coast of Africa
- Euphrates, 2, Capt. M. B. Dunn, 1862, Troop service
- Excellent, gunnery ship, Capt. W. A. Hood, 1858, Portsmouth
- Falcon, 17, sc., Com. H. L. Percival, 1865, Australia
- Favourite, 10, sc., Capt. J. D. M'Crea, 1858, N. America and W. Indies
- Fawn, sc., 17, Capt. A. J. Heysham, 1864, N America and West Indies
- Firequeen, st. ves., Staff-com. W. Paul, 1863, Portsmouth
- Firm, 3 Lieut.-com. Rochfort, 1860, Japan
- Fisgard, 42, Comdre. Edmonstone, Woolwich
- Flora, 40, Captain Welmshurst, 1866, Ascension
- Formidable, 26, Vice Admiral Sir B. Walker, K.C.B., Capt. Mackenzie, 1859, Sheerness
- Forester, 3, Lieut.-com. J. E. Stokes, 1858, China
- Forward, 2, sc. Lieut.-com. Denny, 1858, Pacific
- Fox, 2, sc. store ship, Staff commander Moriarty, C.B., particular service
- Frederick William, 74, sc. Capt. John J. Kennedy, C.B., 1856, Coast Guard, Queenstown
- Galatea, 26, sc., Capt. H.R.H. The Duke of Edinburgh, K.G., 1865, Particular service
- Ganges, training ship, Com. J. E. Wilson, 1865, Falmouth
- Gannet, 11, Capt. W. Chimmo, 1864, North America and West Indies
- Gladiator, 6, st. ves., Capt. Aplin, 1861, Channel service
- Gleaner, gunboat, Lieut. Charles F. Hill 1855, Brazils
- Grasshopper, 2 sc. ganboat, Lieut.-com. J. E. Patterson, 1855, China
- Greyhound, 17, Capt. C. Stirling, 1863, Comdre Hornby, W. Coast of Africa
- Griper, Lieut.-Com. Stratford Tuke, 1866, tender to Mersey
- Havoc, 2, sc. gunboat, Lieut.-com. Cameron, 1855, China
- Helicon, Commander E. Field, 1862, Channel Squadron
- Heron, gunboat, Lieut.-com. Solly Lakes of Canada
- Hibernia, receiving ship, Rear Adm. H. Kellett, Com. G. L. Norcock, 1859 Malta
- Highflyer, 20, sc., Capt. M. S. Pasley, 1860, Mozambique
- Himalaya, troop ship, Capt. S. B. Piers, 1863, Particular service
- Hydra, 1, st. ves., Capt. Peter F. Shortland, 1859, Mediterranean, survey
- Icarus, 3, Com. S. P. Townshend, 1865 China
- Implacable, 24, Com. P. W. Pellew, 1863, Training Ship, Devonport
- Impregnable, 78, Capt. F. S. Tremlett, 1863, Training Ship, Devonport
- Indus, Rear Admiral Drummond, Capt. G. Willes, 1856, Devonport
- Industry, 2, sc. store ship, Mast.-com. E. C. T. Youel, 1850, particular service

- Insolent, 2, Lieut.-com. Keppel, 1859, China
 Investigator, 2, st. ves. Lieut. Jones, West Coast of Africa
 Irresistible, 24, sc., Capt. G. Le G. Bowyear 1856, Coast Guard Southampton
 Jackall, 4, st. ves., Lieut.-com. Dupuis, 1859, Devonport
 Janus, 3, Lieut.-com. Johnstone, 1865, China
 Jaseur, 5, Com. C. F. Hotham, 1865, West Coast of Africa
 Jason, 17, Capt. M. Aynsley, 1862, North America and West Indies
 Jumna, 2, Capt. B. S. Prichard, 1863, Troop service
 Landrail, 5, sc., Com. H. L. Maitland West Coast of Africa
 Lee, 5, Com. C. W. Andrews, 1861, Sheerness.
 Lizard, 1, st. ves., Lieut.-com. Price, 1854, Sheerness
 Liffey, 31, sc., Capt. J O Johnson, 1856, Devonport
 Lightning, 3, st. ves., Com. D. Aird, Pourtsmouth
 Linnet, 2, sc., Lieut Com. C. P. Bush, 1857, Brazils
 Lion, 60, sc. Capt. J. M. Hayes, C.B. 1855, Coast Guard, Greenock
 Lord Clyde, 24, sc. Capt. R. Dew, C.B. 1858, Channel Squadron
 Lord Warden, sc., 20, Capt. W R Roland, 1857, Channel Squadron
 Lyra, 9, sc., Com. R. A. Parr, 1861. Mozambique
 Malabar, 2, Capt. F. D. Rich, 1865, troop service.
 Malacca, 17, Capt. R. B. Oldfield, 1862, Pacific
 Manilla, sc., Mast.-com. Ryan, 1854, China
 Martin, 12, Training brig. Lieut.-com. G. B. Evans, Portsmouth
 Medusa, 2, st. ves. Mast-com, Potter, 1851, Channel service
 Megera, 6, Capt. J. Simpson, 1865, store service
 Mersey, 36, sc., Capt. R. D. White, 1856; Rear-Adml Buckle, Queenstown
 Minotaur, 24, Captain J G. Good-enough. 1863, Rear Adml Warden, Channel Squadron
 Minstrel, 2, Lieut.-com. M. B. Medleyott, 1859, Lakes of Canada
 Mullet, 5, Commader Edward Hellet, 1865, West coast of Africa
 Mutine, 17, sc. Com. H. McC. Alexander, 1864, Pacific
 Narcissus, 35, sc. Rear Adm. G. Ramsay, C.B., Capt. J. C. Wilson, 1865 Brazils
 Nassau, 5, Capt. R. C. Mayne, 1864, Straits of Magellan
 Nereus, 6, store depot, Staff-com. C. R. P. Forbes, 1863, Valparaiso
 Nettle, 2, Lieut.-com. ——— Jamaica
 Niger, 13, Capt. J. Bruce, 1862, North America and West Indies
 Nimble, 5, Com. A J Chatfield, 1862, North America
 Niobe, 4, Com. T. E. Mackenzie, 1863, North America
 Nympe, 4, Com. T. Barnardiston, 1862, East Indies
 Ocean, 23, iron-clad, Capt. Chandos Stanhope, China
 Octavia, 35, Capt. C. A. Campbell, 1863 flag of Commodore L. G. Heath, C.B. 1854, East Indies
 Oberon, 3, st. ves., Lieut.-com. Hand, 1858, West Coast of Africa
 Opossum, 2, Lieut.-com. Mainwaring, 1858, China
 Orontes, 2, sc., troop ship, Capt. H. Phelps, 1864, Portsmouth
 Orwell, 2, Lieut.-Com. Mareseaux, Channel Squadron
 Osborne, st. yacht, Com. John D'Arcy, 1863, particular service
 Osprey, sc. 4, Com. W. Menzies, 1862, ordered home
 Pallas, 6, Capt. E. G. H. Lambert, 1861 Devonport
 Pearl, 21, Capt. J. F. Ross, China
 Pelorus, 21, sc. Capt. W. H. Haswell 1858, ordered home
 Pembroke, 25, sc. Commodore John W. Tarleton, C.B., Capt. Spencer, 1856, Harwich
 Penguin, 5, Lt.-com. J. J. Martin, 1860, East Indies.
 Perseus, 17, sc., Com. E. Stevens, 1860, China
 Petrel, 3, Com. W. E. Gordon, 1861, Cape of Good Hope
 Phœbe, 35, Capt. T. Bythesea, V C., 1861, North America
 Pigmy, 3, st. ves. Mast.-com. Petch. 1861, Portsmouth
 Porcupine, 3, st. ves. Staff-com. Calder 1863, Downs, survey
 President, 16, Com. Comber, 1860, Naval Reserve Drill Ship, London
 Prince Consort, 31, sc., Capt. Edward A. Ingfield, 1853, Mediterranean
 Princess Alice, 1, st. ves., Mast.-com. Parker, 1855, Devonport
 Princess Charlotte, 12, Comdre. Jones, 1863, Receiving Ship, Hong Kong
 Psyche, 2, st. ves., Lieut.-com. Sir Francis Blackwood, Bart, 1859, Mediterranean
 Racer, sc., 11, Com. L. Brine, 1854, Mediterranean

- Racoon, 22, sc., Capt. R. Purvis, 1857, Cape of Good Hope
 Ranger, 5, sc. Com. W. A. Gambier, 1865, ordered home
 Rattier, 17, sc., Com. J. T. Swann, 1864, China
 Rattlesnake, 19, Commodore. W. M. Dowell, C.B., 1858, West Coast of Africa
 Reindeer, 7, Com. E. Nares, 1860, Pacific
 Research, 4, sc., Com. A. Morrell, 1861, Coast of Ireland
 Revenge, 73, Capt. W. J. S. Pullen, 1856, Pembroke
 Rifleman, 8, sc., Mast. com. J. W. Reed, 1858, China Seas, survey
 Rinaldo, 7, Com. W. K. Bush 1861, China
 Rodney, 78, sc., Capt. A. C. F. Heneage, 1866, Vice-Adml. Hon. Sir H. Keppel, K.C.B., China
 Rosario, 11, sc., Com. G. Palmer, 1862, Sheerness
 Royal Adelaide, 26, Adml. W. F. Martin, Bart., K.C.B. Capt. W. Preedy, C.B. 1855, Devonport
 Royal Alfred, 18, sc., Capt. Hon. W. C. Talbot, Vice-Adml. Sir G. R. Mundy, K.C.B., N. A. & W Indies
 Royal George, 78, sc., Capt. Thomas Miller, 1852, Coastguard Kingstown, Dublin
 Royal Oak, 35, sc. Capt. Hon. G. Keane, 1854, Mediterranean
 Royal Sovereign, sc., 5, Capt. C. P. Coles, C.B., 1856, Portsmouth
 Salamander, 6, st. ves., Com. G. S. Nares, 1862, ordered home
 Salamis, 1, st. ves. Com. F. G. Suttle, 1863, China
 Satellite, 11, Capt. J. Edye, 1862, China
 Saturn, Capt. Hall, 1855, Pembroke
 Scout, 21, Capt. J. A. P. Price, 1860, Pacific
 Serpent, 3, Com. J. Bullock, surveying in Japan
 Sealark, 8, Training Brig. Lieut.-com. J. N. Croke, 1855, Devonport
 Serapis, 2, Capt. J. C. Soady, 1863, troop service
 Seringapatam, Receiving Ship, Comdre. G. G. Randolph, 1859, Cape of Good Hope
 Sharpshooter, 6, sc., Lieut.-com. B. S. Hamilton, 1859, Brazil
 Shearwater, 11, sc. Com. Thomas G. Smith, 1862, ordered home
 Simoom, 4, Capt. Thomas B. Lethbridge 1843, troop service
 Skylark, 2, Lieut.-com Swinton, 1856, Gibraltar
 Slaney, 3, sc. gunboat, Lieut.-com. Elwyn, 1855, China
 Snap, 2, Lieut.-com Powys, 1859, China
 Sparrowhawk, 4, Com. E. A. Porcher, Pacific
 Speedy, 2, gunboat, Mast.-com. Clifton, 1859, Channel Islands
 Speedwell, sc., 5, Com. T. P. Jones-Parry, West Coast of Africa
 Sphinx, 6, Capt. R. V. Hamilton, 1862, North America and West Indies
 Spider, 2, sc. gunboat, Lieut.-com. F. W. Prosser, 1854, S. E. Coast of America
 Spiteful, 6, paddle, Com. B. L. Lefroy, 1863, East Indies
 Sprightly, st. ves., Mast.-com. G. Allen acting, Portsmouth
 Squirrel, 8, Training Brig. Lieut.-com. T. K. Hudson, 1857, Devonport
 Star, 4, Com. R. Bradshaw, East Indies
 St. George, 84, sc. Capt. M. S. Nolloth 1856, Coast Guard, Portland
 Stauneh, 2, sc., Lieut.-com. Dunlop, 1856, China
 St. Vincent, 26, Training Ship, Com. Carter, 1862, Portsmouth
 Supply, 2, sc. Staff-com C. Bawden, 1864, store service Woolwich
 Sylvia, 4, Com. E. Brooker, 1863, China
 Tamar, 2, sc. troop ship, Capt. F. W. Sullivan C.B., 1863, Portsmouth
 Terrible, 21, Capt. Commerell, V.C., 1859, Mediterranean
 Terror, 16, sc. Capt. J. B. Wainwright, 1853, Bermuda
 Topaze, 31, Comdre. Powell, 1858, Pacific
 Trafalgar, 60, Capt. E. K. Barnard, 1857, Sheerness
 Trincomalee, 16, Com. E. T. Nott, 1863, Naval Reserve drill Ship, Hartlepool
 Trinculo, 2, Lieut.-Com. Sanders, Mediterranean
 Tyrian, 1, Lieut. E. J. Church, 1861, Mediterranean
 Urgent, 4, sc. Capt. S. H. H. Henderson, 1863, troop service
 Vestal, 4, sc., Com. S. P. Brett, 1862, West Coast of Africa
 Victoria and Albert, steam yacht, Capt. H.S.H. Prince Leiningen, K.C.B., 1860, Portsmouth
 Victory, 12, Capt. F. B. P. Seymour, flagship of Admiral Sir T. Pasley, Bart., Portsmouth
 Virago, 6, pad., Com. H. M. Bingham, 1862, Australia
 Vigilant, 4, sc., Com. R. A. O. Brown, 1862, East Indies and Cape of Good Hope

- Vindictive, 2, store ship, Mast.-com.
G. Stovin, Fernando Po
- Vivid, 2, st. ves. Staff-com. T. W. Sullivan, 1863, Woolwich
- Warrior, 32, Capt. H. Boys, 1857, Portsmouth
- Wasp, 13, sc. Capt. Norman B. Beddingfield, 1862, ordered home
- Waterwitch, hyd. prop., Com. P R Sharpe, Portsmouth
- Weazel, 1, sc. gunboat Lieut.-com. Tuke, 1856, China
- Wellesley, 17, Capt W H. Stewart, C.B. 1854, Chatham
- Wildfire, st. ves. Mast.-com. G. Brockman, 1854, Saecern
- Winchester, 12, Drill Ship for Naval Reserve, Com. Charles J. Balfour, 1855, Aberdeen
- Wizard, 1, Lieut.-com. Patrick J. Murray, 1859, Mediterranean
- Wolverine, 21, sc., Capt. T. Cochran, 1857, N. America and W. Indies
- Wyvern, 4, Capt. H. T. Burgoyne, 1861, Portsmouth
- Zealous, 20, ironclad, Capt. R. Dawkins 1863, Flag of Rear Admiral Hon. G. F. Hastings, Pacific
- Zeus, 7, Com. Edwin J. Pollard, 1861 China

STATIONS OF THE BRITISH ARMY.

(Corrected up to the 26th November, 1867, inclusive.)

Where two places are mentioned, the last-named is that at which the Depot is stationed.

- 1st Life Guards—Hyde Park
 2nd do.—Windsor
 Royal Horse Guards—Regent's Park
 1st Dragoon Guards—Aldershot
 2nd do.—Bengal, Canterbury
 3rd do.—Bombay, ditto.
 4th do.—Aldershot
 5th do.—Colchester
 6th do.—Dublin
 7th do.—Shorncliff
 1st Dragoons—Longford
 2nd do.—Dundalk
 3rd Hussars—Hounslow
 4th do.—Bombay, Canterbury
 5th Lancers—Bengal, Canterbury
 6th Dragoons—York.
 7th Hussars—Bengal, Canterbury
 8th do.—Manchester
 9th Lancers—Cahir
 10th Hussars—Newbridge
 11th Hussars—Bombay, Canterbury
 12th Lancers—Dublin
 13th Hussars—Canada, Canterbury
 14th do.—Edinburgh
 15th Hussars—Norwich
 16th Lancers—Madras, Canterbury
 17th do.—Brighton
 18th Hussars—Madras, Canterbury
 19th do.—Bengal, ditto.
 20th do.—Bengal, ditto.
 21st do.—Bengal, ditto.
 Military Train—Woolwich, Troops, 7, 18, 20, 24,—Chatham 23.
 Do.—Kensington and Regent's Park, 3, 4
 Do.—Portsmouth, 19.
 Do.—Hilsea, 22.
 Do.—Dublin, 2 and 11.
 Do.—New Zealand, 13, 14, 15, and 16
 Do.—Aldershot, 1, 5, 9, 10, 17, and 21.
 Do.—Curragh, 6 and 8
 Do.—Shorncliff 12, 13, 14, 15 and 16 on passage home from New Zealand.
 Grenadier Guards (1st bat.)—Windsor
 Do.—(2nd bat.)—Chelsea Barracks
 Do.—(3rd bat.)—Wellington Barracks
 Coldstream Gds (1st bat.)—Tower
 Do. (2nd bat.)—Dublin
 Scots Fusilier Guards, (1st bat.)—Chelsea
 Do. (2nd bat.)—Wellington Brks
 1st Foot (1st).—Madras, Chatham
 Do. (2nd bat.)—Bombay ditto.
 2nd do. (1st bat.)—Bombay, ditto.
 Do. (2nd bat.)—Athlone
 3rd do. (1st bat.)—Bengal, Shorncliff
 Do. (2nd bat.)—Belfast
 4th do. (1st bat.)—Bombay, Parkhurst
 Do. (2nd bat.)—Nova Scotia ditto.
 5th Foot (1st bat.)—Bengal, Shorncliff
 Do. (2nd bat.)—Dover
 6th do. (1st bat.)—Fermoy, Sheffield
 Do. (2nd bat.)—Edinburgh
 7th do. (1st bat.)—Bengal, Walmer
 7th do (2nd bat.)—Liverpool
 8th do. (1st bat.)—Malta, Chatham
 Do. (2nd bat.) Malta, ditto
 9th do (1st bat.)—Cape, Pembroke
 Do (2nd bat.)—Japan, Pembroke.
 10th do (1st bat.)—Cape of Good Hope Chatham
 Do. (2nd bat.)—Madras, Chatham
 11th do (1st bat.)—Bengal, Parkhurst
 Do (2nd bat.) Cape of Good Hope, Parkhurst
 12th do. (1st bat.)—Devonport
 Do. (2nd bat.)—Bengal, Gosport
 13th do. (1st bat.)—Gibraltar Shorncliff
 Do. (2nd bat.)—Portland & Weymouth
 14th do. (1st bat.)—Malta, Chatham
 Do. (2nd bat.)—Melbourne, Chatham
 15th do (1st bat.)—N. Brunswick, ditto.
 15th do. (2nd bat.)—Gibraltar, Chatham
 16th do. (1st bat.)—Canada, Colchester
 Do. (2nd bat.)—Barbadoes, ditto
 17th do (1st bat.) Kilkenny
 Do. (2nd bat.)—Canada, Chatham
 18th do. (1st bat.) Chester
 Do. (2nd bat.)—New Zealand, Colchester
 19th do (1st bat.)—Bengal, Sheffield
 Do. (2nd bat.)—Birmah, Sheffield
 20th do. (1st bat.)—Devonport
 Do. (2nd bat.)—Cape, Shorncliff
 21st do. (1st bat.)—Enniskillen
 Do. (2nd bat.)—Madras, Preston
 22nd do. (1st bat.)—New Brunswick Chatham
 Do. (2nd bat.)—Newcastle-on-Tyne
 23rd do. (1st bat.)—Bengal, Walmer
 Do. (2nd bat.)—Newport
 24th do. (1st bat.)—Malta, Sheffield
 Do. (2nd bat.)—Rangoon, Sheffield
 25th do. (1st bat.)—Glasgow,
 Do. (2nd bat.)—Bengal, Preston
 26th do.—Bombay, Preston
 27th do.—Bengal, Dover
 28th do.—Curragh
 29th do.—Canada, Chatham
 30th do.—Canada, ditto.
 31st do.—Malta Chatham
 32nd do.—Mauritius, Colchester
 33rd do.—Bombay, Sheffield

34th do.—Portsmouth.	78th do.—Canada, Aberdeen
35th do.—Bengal, Colchester	79th Foot—Bengal, Aberdeen
36th do.—Bengal, Pembroke Dock	80th do.—Aldershot
37th Foot—Bengal, Pembroke	81st do.—Cork
38th do.—Bengal, Gosport	82nd do.—Bengal, Chatham
39th do.—Dublin	83rd do.—Gibraltar, Colchester
40th do.—Devonport	84th do.—Jamaica, Colchester
41st do.—Bengal, Colchester	85th do.—Curragh
42nd do.—Bengal, Sterling Castle	86th do.—Mauritius, Gosport (detained at Cape of Good Hope)
43rd do.—Aldershot	87th do.—Gibraltar, Walmer
44th do.—Aldershot	88th do.—Bengal, Parkhurst
45th do.—Bombay, Chatham	89th do.—Dublin
46th do.—Bengal, Pembroke	90th do.—Bengal, Preston
47th do.—Nova Scotia, Pembroke	91st do.—Bengal, Fort George
48th do.—Dublin	92nd do.—Curragh
49th do.—Bombay, Colchester	93rd do.—Bengal, Aberdeen
50th do.—Sydney, Chatham	94th do.—Bengal, Colchester
51st do.—Dover	95th do.—Bombay, Pembroke
52nd do.—Limerick	96th do.—Bombay, Colchester
53rd do.—Canada, Shorncliffe	97th do.—Portsmouth
54th do.—Aldershot	98th do.—Portsmouth
55th do.—Bengal, Sheffield	99th do.—Cape of Good Hope, Preston
56th do.—Aldershot	100th do.—Canada, Colchester.
57th do.—Manchester	101st do.—Bengal, Walmer
58th do.—Bengal, Pembroke	102nd do.—Madras, Shorncliff
59th do.—Ceylon, Gosport	103rd do.—Bengal, ditto.
60th do. (1st bat.)—Canada, Winchester	104th do.—Bengal, Walmer
Do. (2nd bat.)—Bengal, Winchester	105th do.—Bengal, Shornecliff
Do. (3rd bat.)—Madras, Winchester	106th do.—Bengal, Chatham
Do. (4th bat.)—Canada, Winchester	107th do.—Bengal, Preston
61st do.—Bermuda, Gosport	108th do.—Madras, Gosport
62nd do.—Buttevant	109th do.—Bombay, Chatham
63rd do.—Dublin	Rifle Brigade (1st bat.)—Canada, Win- chester
64th do.—Malta, Parkhurst	Do. (2nd bat.)—Devonport
65th do.—Kinsale	Do. (3rd bat.)—Bengal, Winchester
66th do.—Jersey	Do. (4th bat.)—Chichester
67th do.—Waterford	1st West India Regiment—Sierra Leone
68th do.—Aldershot	2nd do.—Bahamas
69th do.—Canada, Preston	3rd do.—Jamaica
70th do.—Ashton	4th do.—Barbados
71st do.—Fermoy	Ceylon Rifle Regiment—Ceylon & China
72nd do.—Manchester	Cape Mounted Rifles—Cape of Gd. Hope
73rd do.—China, Shorncliff	Royal Canadian Rifle Regiment—Canada
74th do.—Dublin	Royal Malta Fencible Artillery—Malta
75th do.—Gibraltar Shorncliffe	
76th do.—Madras, Shorncliffe	
77th do.—Bengal, Gosport	

DEPOT BATTALIONS.

1st Depot Battalion—Chatham	9th.—Preston
2nd do.—ditto.	10th do.—Shorncliff
3rd do.—ditto.	11th do.—Gosport
4th do.—Colchester	12th do.—Shorncliff
5th do.—Parkhurst	13th do.—Pembroke
6th do.—Walmer	14th do.—Sheffield
7th do.—Winchester	15th do.—Aberdeen
8th do.—Colchester	Cavalry Depot—Canterbury

PROMOTIONS AND APPOINTMENTS.

NAVY.

ADMIRALTY, Oct. 18.

Com. E F N K Wasey has been this day promoted to be a retired capt., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860; 9th July, 1864; and 24th March, 1866.

The seniority of Mr. E Holmes, First class Assist. Eng., has been altered from Aug. 28, 1867, to May 11, 1867.

Mr. G M'Ewen has this day been promoted to the rank of first class assist. eng. in Her Majesty's Fleet, with seniority of July 18, 1867.

Oct. 19.

The following promotions have this day taken place in Her Majesty's Fleet:—

To be engineers:

Messrs.—E H Willey, J Torkington, W C Archbold, J Hall (a), C Hill, J D Wood, W Vincent, W Ttewart, G Stewart, G Sullivan, R Green, and D Crichton (a).

To be act. engineers:

Messrs.—G Alexander and J Bolas.

Oct. 24.

Mr. G E Foote has this day been promoted to the rank of act. eng. in Her Majesty's Fleet, with seniority of May 10, 1867.

Oct. 25.

The following Flag promotions, to date the 18th inst., have been made, consequent on the death, on the 17th inst., of Admiral the Right Hon. Lord Fitzhardinge, G.C.B.:

Vice Admiral H W Bayfield, on the Retired List, to be admiral on the same list.

Vice Admiral the Hon. G Grey, on the Retired List, to be admiral on the same list.

Vice Admirals on the Reserved List, to be admirals on the same list:

The Hon. A Duncombe and C H Swinburne.

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Vice Admiral Sir J Nias, K.C.B., on the Retired List, to be admiral on the same list.

Vice Admiral Sir G Back, Knt., on the Reserved List, to be admiral on the same list.

Vice Amiral Sir H J Codrington, K.C.B., to be admiral in Her Majesty's Fleet.

Rear Admiral the Hon. K Stewart, C.B., on the Reserved List, to be vice admiral on the same list.

Rear Admiral G Goldsmith, on the Retired List, to be vice admiral on the same list.

Rear Admirals on the Reserved List, to be vice admirals on the same list:

W Griffin and J Hallowes.

Rear Admiral C Frederick to be vice admiral in Her Majesty's Fleet.

Capt. G S Hand, C.B., to be rear admiral on the Retired List.

Capt. M De Courcy to be rear admiral in Her Majesty's Fleet.

Retired Vice Admirals to have the rank of retired admirals, under the provisions of Her Majesty's Order in Council of May 7, 1858.

H S J Marsham, C Crowdy, T Mansel, and J Burney.

Oct. 25.

The following promotions have this day taken place in Her Majesty's Fleet:—

Coms. to be capts.:

R A Parr, C D Lucas, H L A L Maitland, and St. G C D'A Irvine.

Lieuts. to be coms.:

J B Mitchell, J S Tonkin, G Rivington, F S Thompson, P W Stephens, H Hand, F R Blackburne, C G S Stanley, K H A Mainwaring, and C E Foot.

Mr. J Dows has this day been promoted to the rank of act. eng. in Her Majesty's Fleet, with seniority of Aug. 26, 1867.

Oct. 28.

Com. J E Elliott has been this day promoted to be a retired capt., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860; 9th July, 1864; and 24th March, 1866.

Oct. 31.

Staff-Com. R Thomas has been this day promoted to the rank of retired capt. in Her Majesty's Fleet, under Order in Council of June 26, 1867.

Nov. 1.

The following promotions have this day taken place in Her Majesty's Fleet:—

To be engineers:

Messrs.—W R Henry, I Henry, J Etherington, J J Conway, R Goodwin, W Moore, W Harris, W Strachan, J Barber, H Collier, W B Rock, H Brown (b), W H Keate, and W Jones.

Nov. 4.

Lieut. T M Campbell has been this day promoted to be retired com., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860; 9th July, 1864; and 24th March, 1866.

T Seccombe, Esq., M.D., has been this day promoted to the rank of staff surg. in Her Majesty's Fleet, with seniority of Oct. 18, 1867.

The following promotions have this day taken place:—

To be paymasters in Her Majesty's Fleet:

W W Blaney, D Martin, and F B Baverstock, Esqs.

The undermentioned Officers have this day been promoted to the rank of first class assist.-eng. in Her Majesty's Fleet, with seniority of Oct. 27, 1867:

Messrs.—J G Ellis, R Pearce, W Olive, and F Foreman.

Nov. 5.

The following promotions of Eng. Officers have this day been made:—

To be first class assist.-engs. in Her Majesty's Fleet, with seniority of Nov. 3, 1867:

Messrs. J Adamson and T T Truscott.

Rear-Admiral—C H M Buckle to be senior officer at Cork, vice Rear-Admiral Sir C Frederick, promoted to be a vice-admiral.

Cpts.—E K Barnard to Trafalgar, commissioned; and J D M'Crea to Favorite, vice Shortt, superseded at his own request; H T Burgoyne to Constance, vice Barnard; G A C Brooker to Wivern, vice Burgoyne.

Coms.—H B Johnstone to Myrmidon, commissioned; C B Theobald to Mullet, vice Robinson, invalided; J B Barnett to Indus; E Kelly to Mullet, commissioned, the appointment of C B Theobald having been cancelled; W A de V Brownlow to be resident officer for transport service at Deptford, vice Com. St. L Aldworth, whose period of service has expired.

Lieuts.—W Sullivan to Irresistible, for service in Coast Guard; O P Tudor to Excellent; W C J Blount to Lion; E Durrant to Victoria and Albert, complement incomplete; J Shortt to Oberon, vice H Hand, promoted; F W Prosser to Spider, vice J B Michell, promoted; S Tuke to Mersey, for service in Griper; D Stewart to Impregnable; H N Alleyne to Myrmidon; C S Shuckburgh to Urgent; A P Hastings to Zealous; H T Marsden to Terror; J Anderson to Myrmidon; C A Blake to Minotaur; J F L P Maclair to Octavio; L M Malet to St. Vincent; A Anderson to Victory; E L Trafford to Indus; C R Buckle to be flag lieut. to Rear-Admiral Buckle, C.B.; J L F Paul, A G R Ryall, H W Dowding, and G R Bell for service in the Harpy.

Staff Coms.—W B Shellabear additional, to Asia, for Valiant; N G Arguimbau to Euphrates; J T H Norris to Canopus.

Navig. Lieuts.—W Hewlett to Himalaya; J G Liddell to Myrmidon; J L Vivian, additional, to Fisgard, for Royalist; E W Creak to Dasher; R T N Pearce to Trafalgar.

Sub-Lieuts.—L S Dawson to Sylvia; E R W Noble to Gannett; R L Smart to Warrior; W E Black to Victory; J D Nicholls to

Zealous; J Hicks to Wivern; G Worth to Caledonia; W E Black to Plover.

Navig. Sub-Lieut.—A J De Vismes to Victory, as super.

Midshipmen—G F Hall to Minotaur; G C Lindley to Constance; F C Younghusband to Doris; F J Grassie to Favourite; H Mackenzie Niger; G R Lindley to Doris; G H Cherry to Aurora; S Ewing, A Gwyn, C R Arbuthnot, E Chichested, and A Wolrige to Constance; A Cochrane, G H Bruce, and A G Waller to Royal Alfred; A M R Hamilton, G S R Deverell, and G Glennie to Topaze; B H Chevalier to Scout; A M Cramsie to Malacca; W Waterman to Caradoc; J R Gow to Fox; B J Sims to Lord Clyde.

Naval Cadets—D S Lacy and R L Berkeley to Zealous; R Mundy to Royal Alfred.

Naval Cadets (nominated)—C G W Hastings, T Y Greer, A C Grenfell, T T R Milton, J G Ede, and R Polwhele.

Staff-Surg.—J Henderson, M.D., to Excellent.

Surg.—T J Breen to Trafalgar.

Assist.-Surgs.—G Clarke to Impregnable, additional for disposal; Paterson, M. D., to Pembroke; A Brend to Forward; J Parker to Cumberland.

Act. Assist.-Surgs.—S Evans to Scout; P O'C D'Osyle to Trafalgar; D Valentine to Rattlesnake.

Paymasters—G P Martin to Victoria and Albert, vice K L Sutherland, deceased; W L Wright to Castor; J Bremner to Myrmidon; J L Southey to Trafalgar; T Seccombe to Mutine.

Assist. Paymasters-in-Charge—F C M Sadler to Plover; A W Brett to Nereus.

Assist. Paymasters—J T Greet to Impregnable; J H M Burney to Royal George; H Langworthy to Terror; F R G Wright to Royal Adelaide, as super.; E M Ommanney to Lion; E R Brown to Formidable, as super.; J H M Burney to Royal George; H Longworthy to Terror; F Pittman to St. George; E de H Whiddon to

Royal Adelaide; J Hasler, G B Westott, and H W Hunt to Trafalgar; and R L Harris to Arethusa.

Clerks—R B Bates to Trafalgar; R G S R Lewin to Myrmidon; J Gordon, additional, to Royal Alfred.

Assist. Clerks—A T T Wise to Cambridge; R L Dymott, additional, to Royal Alfred.

Chief Engs.—J W German, additional, to Fisgard, for service in Juno; T Dwerr to Trafalgar; S Matthews to Myrmidon; W H Hooper to Rattler; C F Jordan to Asia, additional, for charge of engines of Danae.

Engs.—P Grantham and W S Presgrave to Plover; E Brown to Cumberland, for charge of engines of Beacon. E Ingledew, additional, to Fisgard, for Philomel; A Waters and A Prichard to Trafalgar; H J Wilson to Jumna; J R Agates to Cumberland, additional, for charge of engines of Beacon; D Ferguson to Myrmidon; R L Dymott to Royal Alfred; F L Grice to Zealous.

Engs.—(qualified for charge)—J Lawson to Dee; G Griffiths to Carron.

First-class Assist.-Engs.—R S Keinnan, to Jumna; I Hull, to Urgent; M Whyham, additional, to Urgent, in lieu of a chief stoker; H Loudon, to Myrmidon; H Birch, to Donegal; J H Leech, E Jackson, and J Stout, to Zealous; W T Poner to Asia, for Enchantress; J D Wilson to Revenge for tenders; C F Gregory to Zealous; W Crichton to Royal George; F E Sheen and H Rumble to Trafalgar.

Acting Second-class Assist.-Eng.—T S Starlake to Myrmidon.

COAST-GUARD.

APPOINTMENTS.

Ins.-Coms.—J D Curtis to Carn, vice Hon. E Cochrane; E D P Downes to Hastings, vice Kelly; H G Belson to Carrickfergus, vice Brownlow, appointed Transport Agent at Deptford; R P ss 2

Denistoun, vice Hon. F O B Fitzmaurice, deceased.

Chief-officer—G E Barnes to Hoylake, vice Barnes.

REMOVALS.

Ins.-Coms.—H B Burnaby from Greenock to Bangor; R P Denistoun from Bangor to Greenock.

Chief Officers—Staff.-Com. H D Beach from Littlehampton to Southampton (as Ins.); Mr. A Hood (late Mercantile Marine), from Newquay (Milford), to Abbotsbury (as Ins.); Lieut. T D Sullivan, from Brixam, to Worthing vice St. Davis.

Nav. Lieuts.—W C Bicknell from Studland Bay to Swanage, vice Lieut. Campbell; W F Greet from Mevagissey to Newquay Milford, vice Hood.

Chief Officers (2nd class)—A Greenfield from Seaham Harbour to Whitehaven; W Taylor, from Roberts Cove to Dunny Cove; P P Tierney from Whitehaven to Falmouth.

ROYAL NAVAL RESERVE.

APPOINTMENTS.

To be Hon. Lieut.—T Jamieson.
To be Sub-Lieut.—M Penfold.

ARMY.

THE ARMY GAZETTE.

[Where not otherwise specified, the following commissions bear the current date.]

WAR OFFICE, PALM MALL, Oct. 22.

6th Regiment of Dragoon Guards—Major C W Bruce to be lieutenant-col., by purchase, vice Brevet-Col. C Sawyer, who retires upon half pay, receiving a portion of the former difference between cavalry and infantry; Oct. 23. Capt. W T Betty to be major, by purchase, vice Bruce; Oct. 23. Lieut. M J Saurin to be capt. by purchase, vice Betty; Oct. 23. Cornet A Rickards to be lieutenant, by purchase, vice Saurin; Oct. 23. W Macmillan-Scott, gent., to be cornet, by purchase, vice Rickards; Oct. 23.

7th Dragoon Guards—Lieut. J F Chapman, from the 18th Hussars, to be lieutenant, vice Marris, who exchanges; Oct. 23.

13th Hussars—F Osborne, gent., to be cornet, by purchase, vice Walker, promoted; Oct. 23. A R Pryce, gent., to be cornet, by purchase, vice Moore, promoted; Oct. 24.

15th Hussars—Cornet J M Bryan, from the 7th Dragoon Guards, to be lieutenant, without purchase, vice Mann, promoted half pay capt., without purchase; Oct. 23.

18th Hussars—Lieut. G T Morris, from the 7th Dragoon Guards, to be lieutenant, vice Chapman, who exchanges; Oct. 23.

Royal Artillery—Staff Assist.-Surg. D M Davidson, M.D., to be assist.-surg., vice J W Hulseberg, promoted on the Staff; Oct. 23. Staff Assist.-Surg. W R Kyney to be assist.-surg., vice S Roch, promoted on the Staff; Oct. 23. Assist.-surg. J Land, M.D., from the 21st Foot, to be assist.-surg., vice J Jardine, M.D., promoted on the Staff; Oct. 23. Staff Assist.-Surg. G E Will to be assist.-surg., vice R Webb, promoted on the Staff; Oct. 23.

Coldstream Guards—Capt. and Lieut.-Col. and Brevet-Col. the

Hon. P R B Feilding to be major, vice Brevet-Col. J T Airey, C.B., who retires upon half pay; Oct. 23. Lieut. and Capt. W F E Seymour to be capt. and lieutenant-col., by purchase, vice Brevet-Col. the Hon. P R B Feilding; Oct. 23. Ens. and Lieut. the Hon. E A B Acheson to be lieutenant and capt., by purchase, vice Seymour; Oct. 23.

2nd Regiment of Foot—Ens. J P Lawrie to be lieutenant, by purchase, vice S Barry, who retires; Oct. 23. W J Campbell, gent., to be ens., by purchase, vice Lawrie; Oct. 23.

7th Foot—Staff Assist.-Surg. E Connellan to be assist.-surg., vice T E Hale, M.D., promoted on the Staff; Oct. 23.

12th Foot—Ens. A G Stoton to be lieutenant, without purchase, vice C W Burton, a Probationer for the Staff Corps in India; Aug. 21.

20th Foot—Staff Assist.-Surg. T O'Reilly to be assist.-surg., vice H Kelsall, appointed to the Staff; Oct. 23.

21st Foot—Lieut. M Thunder to be capt., by purchase, vice W J Close, who retires; Oct. 23. Ens. J Croker to be lieutenant, by purchase, vice Thunder; Oct. 23. R C Thornton, gent., to be ens., by purchase, vice Croker; Oct. 23. Staff Assist.-Surg. E H Condon, M.D., to be assist.-surg., vice J Land, M.D., appointed to the Royal Artillery; Oct. 23.

26th Foot—Staff Assist.-Surg. J Gray, M.D., to be assist.-surg., vice J Johnson, M.D., promoted on the Staff; Oct. 23.

45th Foot—Lieut. H H Hooke to be capt., by purchase, vice H S Willoughby, who retires; Oct. 23. Ens. W F Brown to be lieutenant, by purchase, vice Hooke; Oct. 23. G H Fort, gent., to be ens., by purchase, vice Brown; Oct. 23.

47th Foot—Ens. E M Manning to be lieutenant, by purchase, vice G C Vaneck, who retires; Oct. 23. Gent. Cadet A F W Austen, from the Royal Military College, to be

ens., by purchase, vice Manning; Oct. 23.

56th Foot—Ens. C J Matthews to be lieut., by purchase, vice P E Powys, who retires; Oct. 23.

59th Foot—Ens. F H Forjett, from the 25th Foot, to be ens., vice Fisher, transferred to the 77th Foot; Oct. 23.

67th Foot—Lieut. A J Poole to be adjt., vice Lieut. G Baker, who has been promoted; Oct. 23.

71st Foot—W F V Harris to be capt., by purchase, vice R Kane, who retires; Oct. 23. Ens. S A FitzHerbert to be lieut., by purchase, vice Harris; Oct. 23. J A S Inglis, gent., to be ens., by purchase, vice FitzHerbert; Oct. 23.

74th Foot—Quartermaster J Cole from half pay, late 60th Foot, to be quartermaster, vice Maloney, transferred to a Depot Battalion; Oct. 23.

77th Foot—Ens. R C Thornton, from the 21st Foot, to be ens., vice Spence, promoted; Oct. 23.

89th Foot—Lieut. A W Price to be ins. of musketry, vice Lieut. Hay, who has resigned that appointment; Oct. 4.

91st Foot—Lieut. C L Harvey to be capt., by purchase, vice T T Lane, who retires; Oct. 23. Ens. G Upperton to be lieut., by purchase, vice Harvey; Oct. 23. H G Fallowfield, gent., to be ens., by purchase, vice Upperton; Oct. 23.

97th Foot—Staff Assist.-Surg. R E Bredon, M.B., to be assist.-surg., vice S E Maunsel, appointed to the Royal Artillery; Oct. 23.

109th Foot—Staff Assist.-Surg. J Candy, M.D., to be assist.-surg.; vice J D Sainter, who exchanges Oct. 23.

Rifle Brigade—Ens. the Hon. H Marsham to be lieut. by purchase, vice G Caulfield, who retires: Oct. 23. H J FitzRoy, gent., to be ens. by purchase, vice the Hon. H Marsham; Oct. 23.

Royal Canadian Rifle Regiment Staff Assist.-Surg. J Dustan to be assist.-surg., vice W Ramsay, M.D., promoted on the Staff; Oct. 23.

DEPOT BATTALION.

Capt. J A Morrah, from the 60th Foot, to be adjt., vice C F Gregorie, promoted half pay maj., without purchase; Oct. 23. Quartermester W Maloney; from the 74th Foot, to be quartermaster, vice W Drage, who retires upon half pay; Oct. 23.

MEDICAL DEPARTMENT.

Staff Surg.-Major G T Ferris to be dep. ins.-gen. of hospitals, vice W Lick, M.D., placed upon temp. half pay; Oct. 23.

Staff Surg.-Major R G D Banon to be dep. ins.-gen. of hospitals, vice T G Sect, M.D., whose promotion has been cancelled; Oct. 23.

Staff Surg.-Major. J M'G Grant, M.D., to be dep. ins. gen. of hospitals, vice J Paynter, promoted on the Staff; Oct. 23.

Staff Surg.-Major J T W Bacot, from half pay, to be staff surg. major, vice Staff Surg. D C Wodsworth, placed on half pay; Oct. 23.

Assist. Surg. J Johnston, M.D., from the 26th Foot, to be staff surg.; Oct. 23.

Assist.-Surg. J W Hulseberg, from the Royal Artillery, to be staff surg., vice Staff Surg.-Major Banon, promoted on the Staff; Oct. 23.

Assist.-Surg. T E Hale, M.D., from the 7th Foot, to be staff surg., vice Staff Surg.-Major J M'G Grant, M.D., promoted on the Staff; Oct. 23.

Assist.-Surg. S Roche, from the Royal Artillery, to be staff surg., vice Staff Surg.-Major W Sall, M.D., who retires upon half pay; Oct. 23.

Staff Assist.-Surg. W H Corbett, M.D., to be staff surg.; Oct. 23.

Assist.-Surg. R Webb, from the Royal Artillery, to be staff surg.; Oct. 23.

Assist.-Surg. J Jardine, M.D., from the Royal Artillery, to be staff surg.; Oct. 23.

Assist.-Surg. W Ramsay, M.D., from the Royal Canadian Rifle Regiment, to be staff surg., vice

Staff Surg.-Maj. G T Ferris, promoted on the staff; Oct. 23.

Assist.-Surg. H Kelsall, from the 20th Foot, to be staff assist.-vice D M Davidson, M.D., appointed to the Royal Artillery; Oct. 23.

Assist.-Surg. R Hall, M.D., from the 33rd Foot, to be staff assist.-surg., vice R D Kemp, M.B., appointed to the 33rd Foot; Oct. 23.

Assist.-Surg. J D Sainter, from the 109th Foot, to be staff assist.-surg., vice J Candy, M.D., who exchanges; Oct. 23.

UNATTACHED.

Lieut. D Dinwiddie, from Madras European Veteran Establishment, to be lieut.; Oct. 23.

BREVET.

Capt. W H Dore, half pay Unattached, to be major; Nov. 1. 1858.

Paymaster R Richardson, 104th Foot, to have the hon. rank of capt.; Aug. 12.

Paymaster A Davidson, 185th Foot, to have the hon. rank of capt.; Aug. 2.

Quartermaster W Drage, retired upon half pay, late of a Depot Battalion, to have the hon. rank of capt.; Oct. 23.

Staff Surg.-Major W Sall, M.D., who retires upon half pay, to have the hon. rank of dep. ins. gen. of hospitals; Oct. 23.

MEMORANDUM.

Capt. W H Dore, half pay Unattached, has been permitted to retire from the service by the sale of his commission, under the conditions of the Horse Guards Circular Memorandum of the 15th Feb., 1861; Oct. 23.

THE MILITIA GAZETTE.

WAR OFFICE, PALM MALL, Oct. 22.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

6th Regiment of Royal Lancashire Militia—W J Griffiths, gent., to be lieut, vice Reid, resigned; Oct. 9.

Hampshire Regiment of Militia—J C Brown, gent., to be lieut., Oct. 14.

Castlemartin Yeomanry Cavalry

—H S Allen, Esq., to be lieut.; Oct. 18: O H P Scourfield, gent. to be cornet; Oct. 18.

1st Somerset Regiment of Militia W O Meade-King, gent., to be lieut., vice Dettmar, promoted; Oct. 18.

WAR OFFICE, PALM MALL, Oct. 25.

COMMISSIONS SIGNED BY LORDS—
LIEUTENANT.

3rd Regiment (Light Infantry) of West York Militia—C H Lister, gent., to be assist.-surg., vice Perry, struck off the strength of the regiment; Oct. 9.

West Essex Yeomanry Cavalry Cor. J F Jessopp to be lieut., vice W Scott, resigned; Oct. 17.

Royal Flint Militia—W H Murray, gent, to be lieut.; Oct. 16.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALM MALL, Oct. 22.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

2nd Administrative Brigade of Lancashire Artillery Volunteers—T R Glynn, Esq., to be surg.; Oct. 7.

1st Manchester Rifle Volunteer Corps—Ens. J Heelis to be lieut., vice Waterhouse, resigned; Oct. 5.

Liverpool Irish Rifle Volunteer Corps—T Woods, gent., to be ens.; Oct. 2. L Grannell, gent., to be ens.; Oct. 2. F Scarisbrick, gent., to be ens.; Oct. 2.

67th Lancashire Rifle Volunteer Corps—J Higson, gent., to be ens.; Sep. 25.

Liverpool Press Guard Rifle Volunteer Corps—J H Barnes, gent., to be assist.-surg.; Oct. 5.

4th Carmarthenshire Rifle Volunteer Corps—A Knox, gent., to be ens, vice Lloyd, resigned; Oct. 19.

2nd Cheshire Artillery Volunteer Corps—J Williams, gent., to be hon. assist.-surg., vice Bantock, resigned; Sep. 10.

10th Hants Rifle Volunteer Corps—Ens. F H D Eyre to be lieut., vice Dawson, resigned; Oct. 19. H J Hanley to be ens., vice Eyre, promoted; Oct. 19.

10th Herts Rifle Volunteer

Corps—Ens. T B Balding to be lieutenant.; Aug. 28. E F Bally to be ens., vice Balding promoted; Aug. 28.

3rd Kent Rifle Volunteer Corps—Lieut. F J Turner to be capt., vice Barnett, resigned; Oct. 16. Ens. T D Holmwood to be lieutenant., vice Turner promoted; Oct. 16.

1st Surrey Rifle Volunteer Corps—S C Child, gent., to be lieutenant., vice J J Mayo, resigned; Oct. 5. H Fransis, gent., to be ens., vice J Hanson, resigned; Oct. 5. The Rev. J Fleming, B.A., to be hon. chapl. vice the Rev. D Moore, resigned; Sep. 20.

8th Surrey Rifle Volunteer Corps W E Creasy, gent., to be hon. assist.-surg., vice T S Hutchinson resigned; July 30.

11th Surrey Rifle Volunteer Corps—P H Lawrence, gent., to be lieutenant.; Aug. 23.

12th Surrey Rifle Volunteer Corps—Lieut. W Cotterill to be capt., vice C Morris resigned; Oct. 6. Ens. H B Elliott to be lieutenant., vice Cotterill, promoted; Oct. 6.

17th Surrey Rifle Volunteer Corps—Lieut. G M Pyne to be capt., vice C S Burdett, resigned; July 30.

19th Surrey Rifle Volunteer Corps—T G Margary, gent., to be hon. quartermaster, vice H H Meadows resigned; Oct. 14. Ens. A W Ray to be lieutenant., vice T G Margary, resigned; Oct. 14.

WAR OFFICE, PALL MALL, Oct. 25.
QUEEN'S COMMISSION.

1st Administrative Battalion of Flintshire Rifle Volunteers—J O J Priestly, Esq., to be adjt. from Aug. 2.

COMMISSIONS SIGNED BY LORDS
LIEUTENANT.

3rd Dorsetshire Artillery Volunteer Corps—Sec. Lieut. J Legg to be first lieutenant., vice Grundy resigned; Oct. 21. E C Gundry to be sec. lieutenant., vice Legg, promoted; Oct. 21.

2nd West Riding of Yorkshire Artillery Volunteer Corps—J Hart to be capt. vice Hammond, resigned; Sep. 23.

3rd West Riding of Yorkshire Artillery Volunteer Corps—H Rogers to be first lieutenant. vice Smith, promoted; Sep. 30.

2nd West Riding of Yorkshire Engineer Volunteer Corps—J Henderson to be sec. lieutenant.; Oct. 4.

7th West Riding of Yorkshire Rifle Volunteer Corps—Ens. E Wilson to be lieutenant., vice Arthington, resigned; Sep. 30.

29th West Riding of Yorkshire Rifle Volunteer Corps—Lieut. J Wordsworth to be capt., vice Sheard, resigned; Oct. 14. C Clay to be ens.; Oct. 14.

34th West Riding of Yorkshire Rifle Volunteer Corps—W Walter, Earl of Dartmouth, to be capt.; Sep. 18.

43rd West Riding of Yorkshire Rifle Volunteer Corps—B Sheard to be capt.; Oct. 16.

MEMORANDUM.

Her Majesty has been pleased to approve of Capt. J H A Jowett bearing the title of capt. com. of the 2nd West Riding of Yorkshire Artillery Volunteer Corps.

5th Shropshire Rifle Volunteer Corps—C J Craig to be ens., vice Hughes, resigned; Oct. 21.

2nd Dumfriesshire Rifle Volunteer Corps—J Smith to be lieutenant., vice Dickson, resigned; Oct. 19. J Nivison to be ens., vice Smith, promoted; Oct. 19.

3rd Dumfriesshire Rifle Volunteer Corps—Rev. J Inglis to be hon. chap.; Oct. 12.

9th Dumfriesshire Rifle Volunteer Corps—S Dinwiddie to be lieutenant., vice Watt, resigned; Oct. 19. C Craike to be ens., vice Dinwiddie, promoted; Oct. 19.

1st Warwickshire Rifle Volunteer Corps—Maj. C Ratcliff to be lieutenant-col., vice Mason, resigned; Oct. 4.

14th Kent Artillery Volunteer Corps—P Ashcroft, the younger, to be sec. lieutenant., vice Holland, promoted; Oct. 18.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALM MALL, Oct. 29.

1st Regiment of Dragoon Guards—Lieut. R Wason, from the 16th Foot, to be lieutenant, vice Woods, who exchanges; Oct. 30.

15th Hussars—G C F Albaic, gent., to be cor., by purchase, vice Rochfort-Boyd, promoted; Oct. 30.

Royal Artillery—Lieut. J C Auchinleck to be sec. capt, vice J T Barrington, removed to the Seconded List; Oct. 10.

Corps of Royal Engineers—The Temporary Commissions as lieutenant of the following officers to be made permanent, viz:—Lieut. A C Alexander, Dec. 23, 1864; Lieut. A R Puzey, Dec. 23, 1864; Lieut. J B Lindsell, Dec. 23, 1864; Lieut. J J Curling, March 24, 1865; Lieut. P S G Reid, April 11, 1865; Lieut. P J D Lindoe, May 2, 1865; Lieut. M Greer, June 13, 1865; Lieut. E C Hart, June 22, 1865; Lieut. M C Brackenbury, June 22, 1865; Lieut. R H Jelf, June 22, 1865.

2nd Regiment of Foot—Lieut. J S Tupper to be ins. of musketry, vice Lieut. Boughey, deceased; Aug. 28.

6th Foot—The Surname of Capt. C B Phillips has been incorrectly described as Phillips.

10th Foot—Staff Assist.-Surg. T A Purcell to be assist.-surg.; Oct. 30.

16th Foot—Lieut. N H L Woods, from the 1st Dragoon Guards, to be lieutenant, vice Wason, who exchanges; Oct. 30.

19th Foot—Paymaster F O Sergeant, from the 59th Foot, to be paymaster, vice Hon. Capt. T Palmer, deceased; Oct. 30.

43rd Foot—The Commissions of the undermentioned Ensigns to bear date as follows, and not as stated in the *Gazette* of the 11th Oct.:—J P de la Poer Beresford; Oct. 12. R B R Williamson; Oct. 13.

59th Foot—Ens. W Fulton, from the 97th Foot, to be ens., vice Moore, promoted; Oct. 30.

62nd Foot—Lieut. W A Corbett to be capt., by purchase, vice H W Clerke, who retires; Oct. 30. Ens. A J Chichester to be lieutenant, by purchase, vice Corbett; Oct. 30. W B Williams, gent., to be ens., by purchase, vice Chichester; Oct. 30. Paymaster J W Minchin, from the 85th Foot, to be paymaster, vice Hon. Maj. H S Michell, who retires upon half pay; Oct. 30.

63rd Foot—Lieut. W Bigg to be ins. of musketry, vice Lieut. Hill, promoted; Oct. 16.

74th Foot—Lieut. C J Rolleston to be capt., by purchase, vice A M Duff, who retires; Oct. 30. Ens. H T C Hunt to be lieutenant, by purchase, vice Rolleston; Oct. 30. A W J Gow-Stewart, gent., to be ens., by purchase, vice Hunt; Oct. 9.

96th Foot—Lieut. H Houghton to be capt. without purchase, vice J Croome, deceased; Oct. 4.

97th Foot—Lieut. R Thompson to be capt., by purchase, vice H J Lawrell, who retires; Oct. 30. Ens. J M Gordon to be lieutenant, by purchase, vice Thompson; Oct. 30. W Fulton, gent., to be ens., by purchase, vice Gordon; Oct. 30.

109th Foot—Lieut. R P Simpson to be ins. of musketry, vice Lieut. Hemstead, who has resigned that appointment; Aug. 20.

MEDICAL DEPARTMENT.

Assist.-Surg. J N Stock, from the 9th Foot, to be staff assist. surg., vice Purcell, appointed to the 10th Foot; Oct. 30.

HALF PAY.

Capt. and Brevet-Maj. H Blinkhorn, Superintendent Riding Department, Cavalry Dépôt, from half pay, late 25th Foot, to be maj., without purchase; Oct. 30.

BREVET.

Brevet-Col. A Little, C.B., Lieut.-Col., half pay, late 9th Lancers, to have the temp. rank of brigadier, while in command of a Brigade; Jan. 1, 1868.

Capt. and Brevet Lieut.-Col. R Cadell, Royal Artillery, having served the qualifying period in the rank of lieutenant-col., to be col., under

the provisions of the Royal Warrant of Feb. 3, 1866: April 26.

Paymaster, with the hon. rank of Maj., H S Michell, retired on half pay, late 62nd Foot, to have the hon. rank of lieutenant-col.; Oct. 30.

WAR OFFICE, PALL MALL, NOV. 1.
CHAPLAIN'S DEPARTMENT.

The Rev. C A A Craven, M.A., Chap. of the Fourth Class, to be chap. of the Third Class; Oct. 22.

The commission of the Rev. T H Cole, M.A., as Chap. of the Fourth Class, to be antedated to July 5, 1862.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Oct. 29.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Royal Cardigan Militia—H C Fryer, gent., to be lieutenant; Oct. 19.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant R T Meredith in the Cornwall Rangers Militia.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Oct. 29.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Prince Albert's Own Leicestershire Regiment of Volunteer Cavalry—R Heathcote, gent., to be cor., vice Watson, resigned; Oct. 22.

8th Northumberland Rifle Volunteer Corps—H Lawrence to be capt. vice Cooke, resigned; Oct. 18. H Bell to be lieutenant, vice J L Brown, resigned; Oct. 18. B L Willis to be ens., vice Doary, resigned; Oct. 18. J Maughan to be ens.; Oct. 18.

8th Argyllshire Artillery Volunteer Corps—J M'Kenzie to be hon. assist.-surg. vice Taylor, deceased, Oct. 23.

1st Administrative Brigade of Cumberland Artillery Volunteers—T H Golding to be hon. quartermaster; Oct. 17.

5th Herefordshire Rifle Volun-

teer Corps—R H Capper to be capt.; Oct. 7.

WAR OFFICE, PALL MALL, NOV. 1.
COMMISSIONS SIGNED BY LORDS-
LIEUTENANT.

1st Administrative Battalion of Wiltshire Rifle Volunteers—J M Cardell, assist.-surg. 1st Wiltshire Rifle Volunteer Corps, to be assist. surg.; Sep. 11.

13th Wiltshire Rifle Volunteer Corps—W H Laverton, gent., to be ens., vice Pinniger, promoted; Sep. 5.

2nd Dumfriesshire Rifle Volunteer Corps—A C Chalmers to be hon. assist.-surg.; Oct. 19.

3rd Dumfriesshire Rifle Volunteer Corps—W Kay to be hon. assist. surg.; Oct. 19.

9th Dumfriesshire Rifle Volunteer Corps—J Ferguson to be hon. assist.-surg.; Oct. 19.

4th Staffordshire Rifle Volunteer Corps—J Burton, gent., to be hon. assist.-surg.; Oct. 24.

1st Administrative Battalion of Shropshire Rifle Volunteers—A S Craig to be hon. assist.-quartermaster, with the rank of ens.; Oct. 21.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, NOV. 5.

6th Regiment of Dragoon Guards—The second Christian name of Cor. Rasch is Carne, and not Carre, as previously stated.

2nd Dragoons—For E G M Donnithorne, gent., to be cor., by purchase, as stated in the *Gazette* of the 8th Sep., 1865, read Lieutenant E G M Donnithorne, from the Royal Artillery, to be cor., by purchase, &c., &c.

Serg.-Maj. C W Neal, from Cavalry Depot, to be riding master, vice N Mills, who retires on half pay; Nov. 6.

3rd Hussars—Gent. Cadet J W Barry from the Royal Military College, to be cor. without purchase, vice Knox, transferred to the 18th Hussars; Nov. 6.

10th Hussars—Cor. the Hon. H

G L Crichton to be lieutenant, by purchase, vice D Fitz-Gerald Gabbett, who retires; Nov. 6. The Hon. W T W Fitzwilliam to be colonel, by purchase, vice the Hon. H G L Crichton; Nov. 6.

11th Hussars—Lieut. H R Abadie, from the 17th Lancers, to be lieutenant, vice Pellew, who exchanges; Nov. 6.

16th Lancers—Sergeant-Maj. W Barker to be colonel, without purchase, vice Kennedy, promoted; Nov. 6.

17th Foot—Lieut. G H L Pellew, from the 11th Hussars, to be lieutenant, vice Abadie, who exchanges; Nov. 6.

18th Hussars—Cor. G Watson to be lieutenant, without purchase, vice W H Balders, deceased; Sep. 11. Ens. W E Bolton, from the 26th Foot, to be colonel, in succession to Lieut. Hughes, deceased, Nov. 6. Cor. R Knox, from the 3rd Hussars, to be colonel, vice Watson; Nov. 6.

Royal Regiment of Artillery—Lieut. G S Harvey to be second captain, vice G M L Campbell, placed upon temporary half pay; Oct. 12. Lieut. T M Cruttwell has been permitted to resign his commission; Nov. 6. The resignation of Lieut. E G M Donnithorne, which appeared in the *Gazette* of the 8th Sep., 1865, has been cancelled.

Corps of Royal Engineers—Sec. Capt. A R M'Donnell to be captain, vice O H Stokes, who resigns; Nov. 6. Lieut. J A Millar to be second captain, vice M'Donnell; Nov. 9.

1st Regiment of Foot—Lieut. G W Thomson to be captain, without purchase, vice R Cosens-Weir, deceased; Sep. 5. Ens. H Church to be lieutenant, without purchase, vice Thompson; Sep. 5.

3rd Foot—Lieut. H M FitzRoy, from the Rifle Brigade, to be lieutenant, vice Buchanan, who exchanges; Nov. 6.

6th Foot—For Lieut. A Morton to be adjutant, as stated in the *Gazette* of the 15th Oct., 1867, read Lieut. G de C Morton to be adjutant, &c.

11th Foot—Ens. R Thompson, from the 16th Foot, to be ensign,

vice Baxter, who has been superseded for being absent without leave; Nov. 6.

15th Foot—Lieut. F H Garnett to be captain, by purchase, vice W C Colquhoun, who retires; Nov. 6. Ens. G Bolden to be lieutenant, by purchase, vice Garnett; Nov. 6. R Thompson, gent., to be ensign, by purchase, vice Bolden; Nov. 6.

19th Foot—Ens. A C Le Quesne, from the 83rd Foot, to be ensign, vice Martyr, deceased; Nov. 6.

21st Foot—Ens. J R Harriman, from the 56th Foot, to be ensign, vice Noel-Hill, transferred to the 34th Foot; Nov. 6. Ens. A C Dunn, from the 17th Foot, to be ensign, vice Porteous, a Probationer for the Staff Corps in India; Nov. 6.

26th Foot—W E Bolton, gent., to be ensign, by purchase, vice J Macfarlane, who retires; Nov. 6.

34th Foot—Capt. N Pennefather, from the 83rd Foot, to be captain, vice Wyse, who exchanges; Nov. 6.

47th Foot—Capt. W F Smithwick, from the 1st West India Regiment, to be captain, vice Thompson, who exchanges; Nov. 6.

57th Foot—Quartermaster-Sergeant C V Leech to be quartermaster, vice T Martindale, who retires upon half pay; Nov. 6.

60th Foot—Lieut. P W Worsley to be captain, by purchase, vice C H Borrer, who retires; Nov. 6. Ens. P A J H Johnstone to be lieutenant, by purchase, vice Worsley; Nov. 6. Gent. Cadet A J Brauder, from the Royal Military College, to be ensign, by purchase, vice Johnstone; Nov. 6.

70th Foot—Ens. E M Wallerstein has been permitted to retire from the service by the sale of his commission; Nov. 6.

72nd Foot—Lieut. F G Sherlock to be captain, by purchase, vice H A Crane, who retires; Nov. 6. Ens. H Musgrave to be lieutenant, by purchase, vice Sherlock; Nov. 6. Ens. M N G Kane, from the 81st Foot, to be ensign, vice Musgrave; Nov. 6.

81st Foot—F H Wheler, gent., to be ens., by purchase, vice Kane, transferred to the 72nd Foot; Nov. 6.

83rd Foot—Capt. J F Wyse, from the 34th Foot, to be capt., vice Pennefather, who exchanges; Nov. 6. Lieut. W C Strickland to be capt., by purchase, vice Hubert C Whitlock, who retires; Nov. 6. Ens. G E S Cartwright to be lieut., by purchase, vice Strickland; Nov. 6. A C Le Quesne, gent., to be ens., by purchase, vice Cartwright; Nov. 6.

86th Foot—Lieut. R J Posnett to be capt., by purchase, vice J Spencer Churchhill, who retires; Nov. 6. Ens. J A Awdry to be lieut., by purchase, vice Posnett; Nov. 6. H P Williams, gent., to be ens. by purchase, vice Awdry; Nov. 6.

89th Foot—Ens. A G Godwin-Austin to be lieut., by purchase, vice J S Hay, who retires; Nov. 6. C A Barker, gent. to be ens., by purchase, vice Godwin-Austen; Nov. 6.

Rifle Brigade—Lieut. H B Buchanan, from the 3rd Foot, to be lieut., vice FitzRoy, who exchanges; Nov. 6.

1st West India Regiment—Captain W Thompson, from the 47th Foot, to be capt., vice Smithwick, who exchanges; Nov. 6.

2nd West India Regiment—Ens. O C Jones to be lieut., by purchase, vice M MacGregor, who retires; Nov. 6. J J C Beek, gent., to be ens., by purchase, vice Jones; Nov. 6.

Royal Canadian Rifle Regiment—Ens. C C Smyth to be inst. of musk., vice Lieut. F S Dugmore, who has returned to regimental duty; Oct. 1.

COMMISSARIAT DEPARTMENT.

Lieut. F B Doveton, from the Royal Canadian Rifle Regiment, Acting Deputy-Assist. Commis.-Gen., to be deputy-assist. com.-gen.; Aug. 23.

MEDICAL DEPARTMENT.

Staff Assist.-Surg T H Pickering, from half pay, to be staff

assist.-surg, vice J F H Richardson, deceased; Oct. 16.

VETERINARY DEPARTMENT.

Veterinary Surg. T W Mayer, Royal Engineer Train, to be vet. surg. of the first class, by augmentation; Nov. 6.

F D Bray, gent., to be acting vet. surg.; Nov. 6.

BREVET.

Paymaster H O Currie, 19th Hussars to have the hon. rank of capt.: Aug. 12.

WAR OFFICE, PALL MALL, Nov. 8.

6th Regiment of Dragoons—Lieut. G Luck to be capt., by purchase, vice J Evans, who retires; Nov. 9. Cor. C D B Creagh to be lieut. by purchase, vice Luck; Nov. 9. J Baines, gent., to be cor., by purchase, vice Creagh; Nov. 9.

7th Hussars—The Christian names of Cornet Reade are Cecil Loftus only, and not Cecil Loftus Wellesley, as previously stated.

12th Lancers—Staff Assist. Surg. H F L Malladew, M.D., to be assist.-surg., vice Muschamp, promoted on the staff; Nov. 9.

Royal Artillery—Surg. W G N Manley, from 12th Foot, to be surg., vice Surg. Maj T Guy, M.D appointed to the Staff; Nov. 9. Staff Assist.-Surg. A O Applin to be assist.-surg., vice Faught, promoted on the Staff; Nov. 9. Staff Assist. Surg. J Duhy to be assist.-surg., vice Dickerson, promoted on the staff; Nov. 9. Staff Assist. Surg. R Tobin to be assist. surg., vice Miles, promoted on the staff; Nov. 9. The Commission of Vet.-Surg. F Plomley has been cancelled to 1st Sept.

2nd Foot—Staff Surg S H Dickerson to be surg., vice Serg. Maj. Foss, promoted on the Staff; Nov. 9.

6th Foot—Ens. F L Grundy to be lieut., by purchase, vice H E Adams, who retires; Nov. 9. H Willis-Sandford, gent., to be ens., by purchase, vice Grundy; Nov. 9.

12th Foot—Staff-Surg. F T Abbott to be surg., vice W G N

Manley, appointed to the Royal Artillery; Nov. 9.

16th Foot—Lieut. L Le Feuvre to be capt., without purchase, vice C T Sheringham, deceased; Oct. 9. Ens. A M Paterson to be lieut., without purchase, vice Le Feuvre; Oct. 9. C E Yate, gent., to be ens., by purchase, vice C W Clement, who retires; Nov. 9.

17th Foot—Ens. F F Parkinson to be lieut., without purchase, vice H G MacGregor, Instructor in Military History; Nov. 9.

21st Foot—Lieut. J Whittton to be Instructor of Musketry, vice Lieut. Walker, who has resigned the appointment; Sept. 21.

22nd Foot—Capt. T F Roddy, from the Ceylon Rifle Regiment, to be capt., vice Lutman, who exchanges; Nov. 9.

23rd Foot—C G A Mayhew, gent., to be ens., by purchase, vice F L Mordaunt, who exchanges; Nov. 9.

25th Foot—Maj. J A R Todd, from the 87th Foot, to be maj., vice Sheppard, who exchanges; Nov. 9.

45th Foot—Staff-Surg. J H Finnemore to be surg., vice R Speedy, placed upon half pay; Nov. 9.

47th Foot—Ens. V R Biscoe to be lieut., by purchase, vice G D Dawson, who retires; Nov. 9. H Lees, gent., to be ens., by purchase, vice Biscoe; Nov. 9.

49th Foot—Ens. C E Yate, from the 16th Foot, to be ens., vice Carey, promoted; Nov. 9.

56th Foot—Capt. A Lewis, from the 60th Foot, to be capt., vice Charley, who exchanges; Nov. 9.

60th Foot—Lieut. A Tuffnell to be capt., without purchase, vice Morrah, appointed Adj. of a Depot Bat.; Oct. 23. Capt. J Charley, from the 56th Foot, to be capt., vice Lewis, who exchanges; Nov. 9.

72nd Foot—Staff Assist. Surg. R W Davies to be assist.-surg., vice Footner, who exchanges; Nov. 9.

73rd Foot—Staff Assist.-Surg. R Beauchamp St. John to be capt., by purchase, vice E J Whitbread, who retires; Nov. 9. Ens. W H

Preston to be lieut., by purchase, vice St. John; Nov. 9. H E Knox, gent., to be ens., by purchase, vice Preston; Nov. 9.

78th Foot—Staff Assist.-Surg. N Wade to be assist.-surg., vice Kilgour, promoted on the Staff; Nov. 9.

84th Foot—Lieut. A H Luck to be capt., by purchase, vice P Clark, who retires; Nov. 9. Ens. W B Fletcher to be capt.: by purchase, vice Luck; Nov. 9. G H Cobbold, gent., to be ens., by purchase, vice Fletcher; Nov. 9.

87th Foot—Maj. T W Sheppard, from 25th Foot to be maj., vice Todd who exchanges; Nov. 9.

89th Foot—Lieut. A D Grier to be capt., by purchase, vice De Vic Valpy, who retires; Nov. 9. Ens. H Caddell to be lieut., by purchase, vice Grier, Nov. 9. A J Le Cornu, gent., to be ens.; by purchase, vice Caddell; Nov. 9.

101st Foot—Lieut. T Maclean to be adjt., vice Lieut. Partridge, promoted; Aug. 7.

104th Foot—Lieut. H F Showers to be adjt., vice Lieut. Evans, promoted; May 13.

Ceylon Rifle Regiment—Capt. W I Lutman, from the 22nd Foot, to be capt., vice T F Roddy, who exchanges; Nov. 9.

DEPOT BATTALION.

Capt. H P Dawson, 75th Foot, to be ins. of musketry, vice Capt. Bland, 76th Foot, who has filled the appointment the regulated period; Nov. 9.

MEDICAL DEPARTMENT.

Surg.-Maj. H C Foss, from the 2nd Foot, to be dep. ins.-gen. of hospitals; Nov. 9.

Surg.-Maj. T Guy, M.D., from the Royal Artillery, to be staff surg.-maj., vice Abbott, appointed to 12th Foot; Nov. 9.

To be staff-surgs: Assist.-Surg. S H Dickerson, from the Royal Artillery; Nov. 9. Staff Assist.-Surg. G McG Carolan; Nov. 9. Assist.-Surg. H C Miles, from the Royal Artillery; Nov. 9. Assist.-Surg. J G Faught, from the Royal Artillery; Nov. 9. Assist.-Surg. E McGill, M.D., from the 7th Dragoon Guards; Nov. 9. Staff

Assist.-Surg. J Wood; Nov. 9. Assist.-Surg. T J Orton, from the Royal Artillery; Nov. 9. Assist. Surg. W H Muschamp, from the 12th Lancers, vice Finnemore, appointed to the 45th Foot; Nov. 9.

Staff Assist.-Surg. A Neill, from half pay, to be staff assist.-surg., vice Melladew, appointed to the 12th Lancers; Nov. 9.

Assist.-Surg. E Footner, from the 72nd Foot, to be staff assist. surg., vice R W Davies, who exchanges; Nov. 9.

VETERINARY DEPARTMENT.

The appointment of Acting Vet. Surg. R Wilson has been antedated to Sep. 1.

BREVET.

Brevet-Col. G C Carey, C.B., Maj. half pay, to have the temp. rank of brig.-gen. while in command of a brigade; Dec. 1.

Lieut.-Col. E Newdigate, half pay, late Depôt Battalion, and Assist. Adjt.-Gen., Aldershot, having completed the qualifying service with the rank of lieut. col., to be col., under the provisions of the Royal Warrant of 3rd Feb., 1866; Oct. 23.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, NOV. 5.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Uxbridge Yeomanry Cavalry—Lieut. W C Clarke-Thornhill to be capt.; July 24. Cornet F Cox to be lieut., vice Thornhill promoted; July 24.

3rd Regiment of Royal Surrey Militia—Lieut.-Col. T C B Challoner to be hon. col.; Nov. 2. Maj. T H C Terry to be lieut. col.-com., vice Challoner, resigned; Nov. 2. Lieut. F J B Beckford to be capt., vice Speer, deceased; Nov. 2.

MEMORANDUM.

The Queen has been graciously pleased to accept the resignation of the commission held by T C B Challoner as lieut.-col.-com. of the 3rd Regiment of Royal Surrey Militia.

WAR OFFICE, PALL MALL, NOV. 8.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Sherwood Rangers Yeomanry Cavalry—Cor. the Hon. G E M Monckton to be Lieut.; Nov. 2. J H Walker, gent., to be cor., vice Monckton, promoted; Nov. 2.

THE VOLUNTEER GAZETTE.
WAR OFFICE, PALL MALL, NOV. 5.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Caithness-shire Artillery Volunteer Corps—J Reiach to be capt.; Oct. 26. Sec. Lieut. D Gunn to be first lieut.; Oct. 25. W Reid to be sec. lieut.; Oct. 26.

3rd Caithness-shire Rifle Volunteer Corps—G M'Kay to be lieut.; Oct. 29.

2nd Gloucestershire Engineer Volunteer Corps—First Lieut. E C Plant to be capt.; Oct. 25. J Logan, gent., to be first lieut., vice Plant promoted; Oct. 25. T H Kemball, gent., to be sec. lieut.; Oct. 25. G O Witmore, gent., to be sec. lieut.; Oct. 25.

3rd Middlesex Artillery Volunteer Corps—E S E Green to be sec. lieut.; Sep. 16. W S Green to be sec. lieut.; Sep. 16.

MEMORANDUM.

Her Majesty has been pleased to approve of Capt. J M'Lean bearing the title of capt.-com. of the 1st Caithness-shire Artillery Volunteer Corps; Oct. 26.

WAR OFFICE, PALL MALL, NOV. 8.
COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

2nd Clackmannanshire Rifle Volunteer Corps—J Archibald to be capt., vice Snowdowne resigned; Nov. 1.

9th Essex Rifle Volunteer Corps—Lieut. O A Mart to be capt.; Oct. 15.

4th Lancashire Artillery Volunteer Corps—First Lieut. F Napier to be capt., vice Hornby, promoted; Oct. 15.

1st Lancashire Engineer Volunteer Corps—J F Robinson, gent., to be sec. lieut.; Oct. 17.

2nd Manchester Rifle Volunteer Corps—C J Bruce, gent., to be

ens.; Oct. 15. J W Geren, gent., to be ens.; Oct. 15.

1st Middlesex Artillery Volunteer Corps—Sec. Lieut. R S Begbie to be first lieut.; Oct. 8. W M Todd to be sec. lieut.; Oct. 8. G W Craggs to be sec. lieut.; Oct. 8. J W Baxendale to be sec. lieut.; Oct. 8.

3rd Middlesex Artillery Volunteer Corps—R H Abbott to be first lieut.; Oct. 17.

South Middlesex Rifle Volunteer Corps—Lieut. F Cox to be capt.; Oct. 18. Ens. H Radcliffe to be lieut.; Oct. 18. C F Verity to be ens.; Oct. 18.

15th Middlesex Rifle Volunteer Corps—Capt. A Bailey to be maj.; Oct. 8.

48th Middlesex Rifle Volunteer Corps—J C Roger to be ens.; Oct. 8.

THE MILITIA GAZETTE.

WAR OFFICE, PALM MALL, NOV. 12.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

Argyll and Bute Regiment of Artillery Militia—W Gibson, gent., to be surg., vice Pirie, resigned; Nov. 7.

1st Derbyshire Militia—J A S Bouverie, Esq., to be lieut., vice Collinson, resigned; Nov. 7.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the commission held by Lieut. F H Cotton in the 1st Derbyshire Militia.

Fifeshire Artillery Militia—O Broun, to be lieut., vice Johnstone, resigned; July 10, 1866.

WAR OFFICE, PALM MALL, NOV. 15.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT

Essex Rifle Militia—H J G Rewbow, gent., to be lieut., vice Langton, resigned; Nov. 9.

West Somerset Regiment of Yeomanry Cavalry—C E J Esdaile, gent., to be cor., vice Nixon, promoted; Nov. 9.

North Somerset Regiment of Yeomanry Cavalry—Cor. C C Tudliffe, to be capt., vice Joliffe, resigned; Nov. 11.

MEMORANDA.

Her Majesty has been graciously pleased to accept the resignation of the commission held by Ens. R Wilton in the King's Own Light Infantry Militia; Nov. 6.

Her Majesty has been pleased to approve of Lieut. W H Stainthorpe being struck off the strength of the Queen's Own Tower Hamlets Militia; Nov. 11.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALM MALL, NOV. 12.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

4th Staffordshire Rifle Volunteer Corps—W H Brookes, gent., to be ens., vice Wilkinson, promoted; July 1.

5th Cinque Ports Artillery Volunteer Corps (Saint Leonard's)—J Starkey, Esq., to be capt.; Oct. 23. E Farncomb, Esq., to be first lieut.; Oct. 23. T Trollope, M.D., to be hon. assist. surg.; Oct. 23. The Rev. S H Parkes to be hon. chap.; Oct. 23.

4th Carmarthenshire Rifle Volunteer Corps—A Knox, gent., to be ens., vice Lloyd, resigned; Oct. 19.

MEMORANDUM.

The 5th Cinque Ports Artillery Volunteer Corps (Hythe) having been struck off the records of the War Office, will henceforth cease to hold any number or designation in the Volunteer Force of Great Britain.

WAR OFFICE, PALM MALL, NOV. 15.

COMMISSIONS SIGNED BY LORDS

LIEUTENANT.

1st Administrative Battalion of Clackmannanshire Rifle Volunteers—Capt. A Mitchell to be maj.; Nov. 5.

1st Clackmannanshire Rifle Volunteer Corps—Capt. A Mitchell to be maj.; Nov. 5. J B Harvey to be capt.; Nov. 5. Lieut. W Wallace to be capt.; Nov. 5. J M'A Moir, jun., to be capt. Nov. 5. Ens. J G Wallace to be lieut.; Nov. 5. T Archibald to be lieut.; Nov. 5. M Edwards to be ens.; Nov. 5. L Drysdale, jun., to be ens.; Nov. 5.

1st Monmouthshire Rifle Volunteer Corps—T Stevens to be lieutenant, vice Evans, resigned; Nov. 11.

4th Monmouthshire Rifle Volunteer Corps—A R Verity to be ens.; Nov. 9.

1st Northamptonshire Engineer Volunteer Corps—L J Deacon to be capt.; Nov. 11. G Harrison to be first lieutenant; Nov. 11. C W Rintoul to be second lieutenant; Nov. 11.

26th Somersetshire Rifle Volunteer Corps—Ens. W Symons to be lieutenant, vice F Brice, promoted; Nov. 9. G T Talbot, gentleman, to be

ens. vice Symons, promoted; Nov. 9.

3rd Carnarvonshire Rifle Volunteer Corps—Lieut. J T Williams to be capt., vice R H Fawcett, resigned; Nov. 9.

4th Staffordshire Rifle Volunteer Corps—J Burton, gentleman, to be assist. surg.; Oct. 24.

MEMORANDUM.

Her Majesty has been pleased to cancel the appointment of H Bell to be lieutenant, and the resignation of J L Brown in the 8th Northumberland Rifle Volunteer Corps, gazetted on Oct. 29.

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